

THE ILLUSTRATED LONDON NEWS

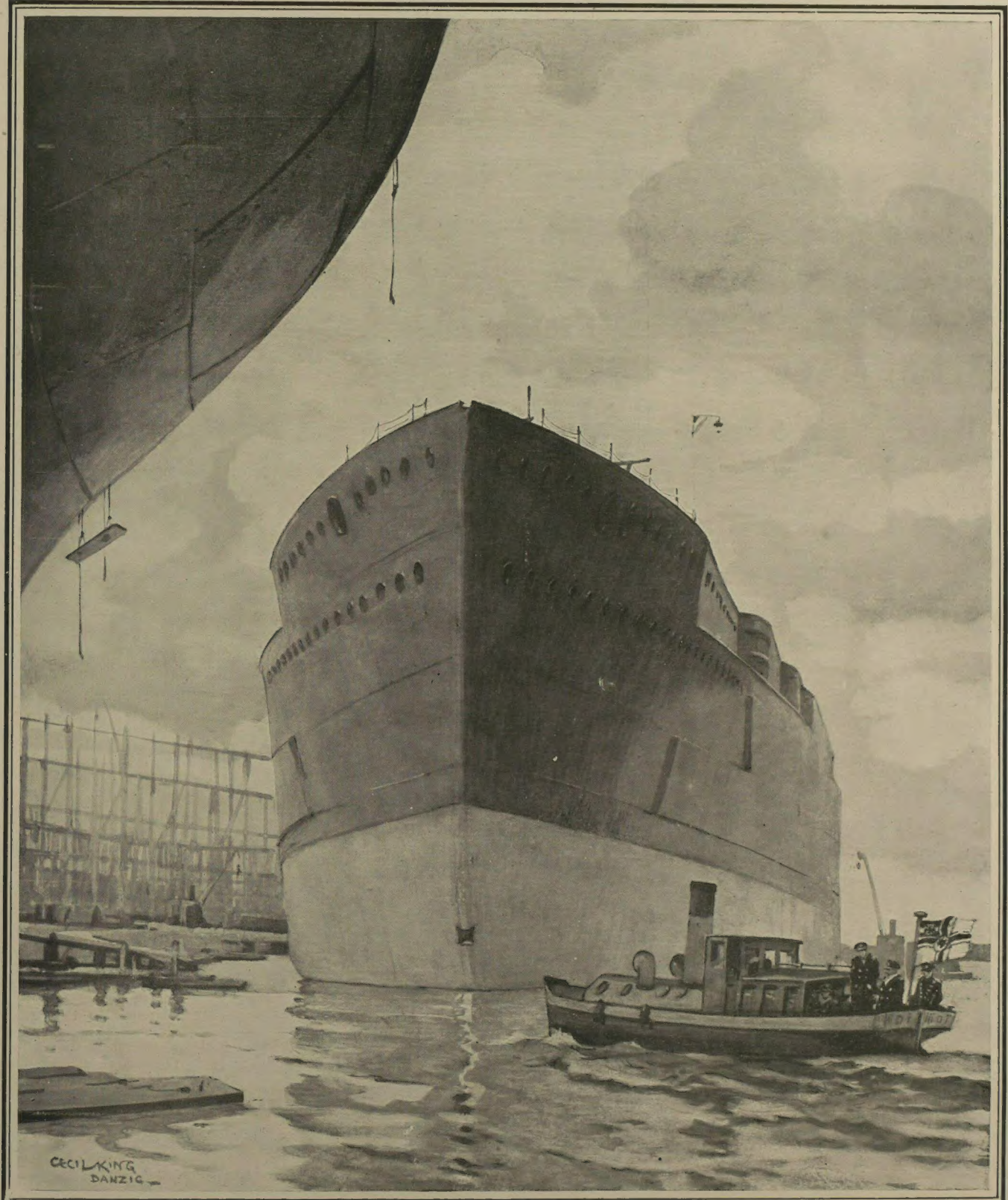
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ONE SHILLING.

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GERMAN SHIPBUILDING UNDER BRITISH INSPECTION: A NEW BATTLE-CRUISER AND LARGE LINER AT DÄNZIG.

An important duty to be performed in connection with the Armistice terms is the inspection of German dockyards, to see the condition of war-ships and the merchant tonnage available to replace our losses. Two magnificent Nord Deutscher Lloyd steamers are nearly completed, the "Columbus" at Danzig, and the "Tirpitz" at the Vulkan

Works, Stettin. The stern of the "Columbus" is seen on the left in the drawing. In the centre is a new German battle-cruiser, the "Graf von Spee," half-completed. The dockyard tug in the foreground, flying German colours, is carrying some British naval officers to inspect the ships, accompanied by two German officers.

DRAWN BY CECIL KING. COPYRIGHTED IN THE UNITED STATES AND CANADA



By G. K. CHESTERTON.

THE recent crisis concerning the Allies and the Armistice may be most pointedly indicated in the incident of the German Count who asked (in insulted innocence) why Germany was still distrusted after she had destroyed all militarism and imperialism; and added a reasonable request for the return of Alsace-Lorraine. I had not a chance of reading the whole of this simple nobleman's utterance, but I can easily imagine the words in which he went on to explain that inhumanity must be impossible in a Republic, and to hope that a large Atlantic liner would be sunk suddenly, "without leaving a trace," and go the way of the *Lusitania*. I have no doubt he proceeded to prove that the influence of Herr Erzberger is a guarantee of respect for all religious and traditional monuments henceforward; and that the Germans may therefore proceed at once to shell the dome of St. Peter's, as they shelled the cathedral of Rheims, and burn the Vatican library, as they burned the Louvain library. On the same principle, in short, he probably proved (completely to his own satisfaction) that, as the New Germany reverences women and hospitals, it will have a right to shoot another Nurse Cavell; that, having stopped all espionage, she should make smarter use of another von Papen; that, having established freedom, she is free to establish tyranny; and that, wishing to be left in peace, she should therefore be allowed to go to war. None of these deductions are more absurd than that in which the Count apparently indulged; yet it is possible that he is himself quite honest, and does not see the absurdity. It will have to be, perhaps, somewhat laboriously explained to him that he cannot have Alsace-Lorraine on the ground that he is wholly purged of imperialism, since we venture to doubt whether he really is purged of imperialism so long as he wants Alsace-Lorraine. One so anxious to preserve what were only the old trophies of Moltke would surely not be so completely cold to any new triumphs of Hindenburg. One who can so complacently look back upon one of the most abominable abductions of a reluctant State into bondage found in all Christian history may conceivably at least look forward with equal complacency to actions of equal expansiveness. A spokesman of the German Revolution who demands the French provinces has not himself been revolutionised very much. He is still very much of a German Count; and, in spite of the new President's remarks on hereditary rank, seems to indicate that Counts count still.

But the solid importance of the remark, in the crisis, was this—that it marked the German relapse into defiance in a new degree, because in a new direction. It really strikes a new note of impudence that the enemy should now be asking for something in the West and not in the East; it does really suggest a revival of barbaric restlessness that the word should be Alsace and not Posen. But there is another side to the same truth; and the very fact that we are startled when the old Krupp gun, even if it does not fire, is again pointed

Westward—this fact alone proves that we have too long tolerated its being pointed Eastward. The just claims of Clemenceau and Foch to a more drastic grip on the slippery savagery France suffered for the last four years were originally directed towards

us. His own argument is that his back looks quite respectable, if not quite respectful. Our argument is that we do not know what faces he is making at our foes or friends on the other side. We cannot find ourselves permanently entertained by the pattern of Parliamentary coat-tails at which we are privileged to gaze. He hoped to treat Poland as his own problem, when it was never anything but his own disgrace; he has played the detective where he was only the criminal.

So far as common-sense can gather anything about the chaos in Eastern Europe, it is fairly plain what sort of face they see. They see the same face once turned towards Flanders and the Western fringe of Europe—a face that was like an evil sun raining plagues. Of the two masks of Janus, the one turned Westward smiled a little; but the one turned Eastward seems still to be full of terrors and a tribal doom. Or, to vary the metaphor, it is quite certain that, so long as the Prussian keeps even one foot in Posen, the foot he shows there is the cloven hoof. If he were really penitent about imperial criminality, the last thing he would wish would be to revisit the scene of his crime. But he is impenitent in his imperialism, and penitent only about his failure. That is the only possible deduction from the fact of his still disputing with the Poles the borderland of the Polish State. It was, of course, the Prussian who originally planned and instigated the violent vivisection of Poland, and the distribution of its living fragments amid Prussia, Russia, and Austria—the three eagles who consented to become vultures. The Prussian is now so magnanimous as not to care what happens to the Russian portion, for Russia no longer exists. He is now so disinterested a lover of liberty as to be indifferent to the Austrian's portion, for Austria no longer exists. But he is far from being indifferent to his own portion, for Prussia plainly does still exist—and the world may take warning.



A FAMOUS NURSE DEAD: MISS EVA LUCKES.

By the death of Miss Eva Luckes, on February 16, at the London Hospital, a great personality in the nursing world has passed away, and, it might be said, a leader in the most womanly form of women's work. Miss Luckes was sixty-three. After being trained at Westminster Hospital, she eventually migrated to the London at the age of 26, as Matron. She lived in and for the Hospital, and inaugurated many improvements beneficial to the institution, its staff, and its ever growing work. She had been awarded the 1st class of the Royal Red Cross, the Order of St. John of Jerusalem (Lady of Grace), and, in 1917, the C.B.E.—[Photograph by Elliott and Fry.]



THE NAVAL WATCH ON THE RHINE: CRAFT OF THE BRITISH RHINE MOTOR-LAUNCH PATROL AT COLOGNE—THE HOHENZOLLERN BRIDGE IN THE BACKGROUND.—[Official Photograph.]

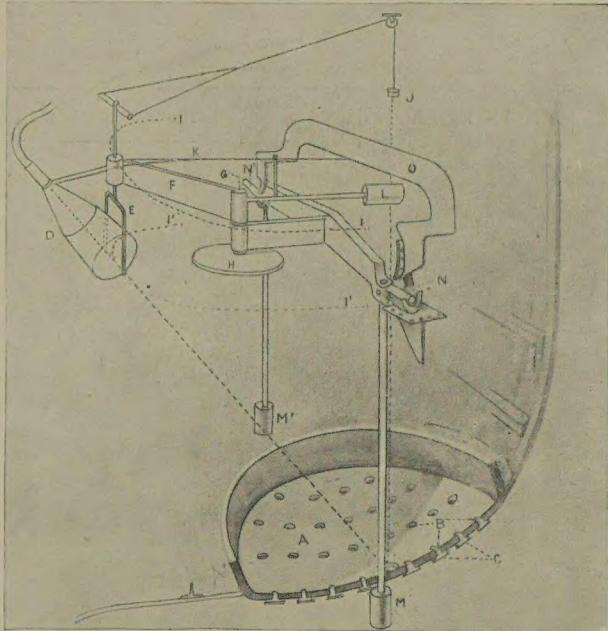
the very dubious attitude of the new German Government in Poland. It will be well to realise what that attitude has been, and still is, so far as it affects the hopes or the despair of the Poles.

It might be put in a figure of speech by saying that the German has now simply turned his back

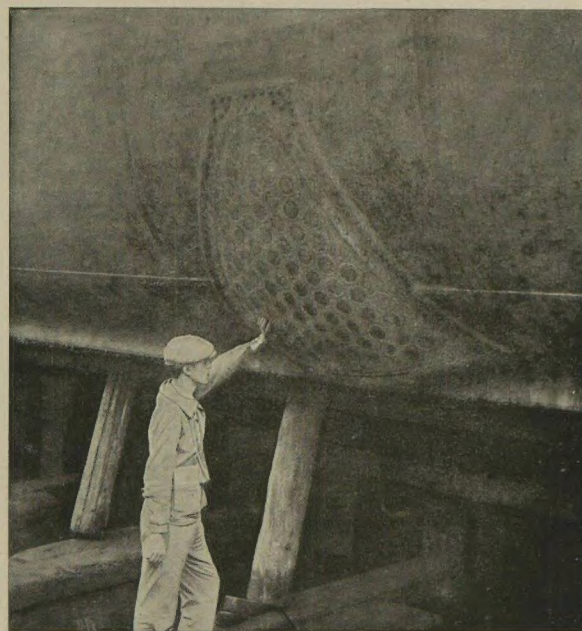
will be nothing beyond the organised barbarians, except the unorganised barbarians for them to organise. And if this could only be prevented by the sword of Foch stretched across all the Germanies, it would be as certainly drawn in self-defence as when it first effected the dazzling parry of the Marne.

If recent manifestations mean that the Teutonic world is moving, however faintly, against the West as well as the East, it will at least be the final justification of those who refuse to forget the East—who refused to be content with a compromise in the West. When it does once more move against Europe, at least it must not move with all Asia behind it. The dark sea of Teutonism must be contained on the East by the long white wall of Poland, the only piece of civilised architecture that can be erected amid those wastes and ruins. If it cannot be done, the fortress of Europe has lost one of its four walls, and all the energies of chaos can enter. There

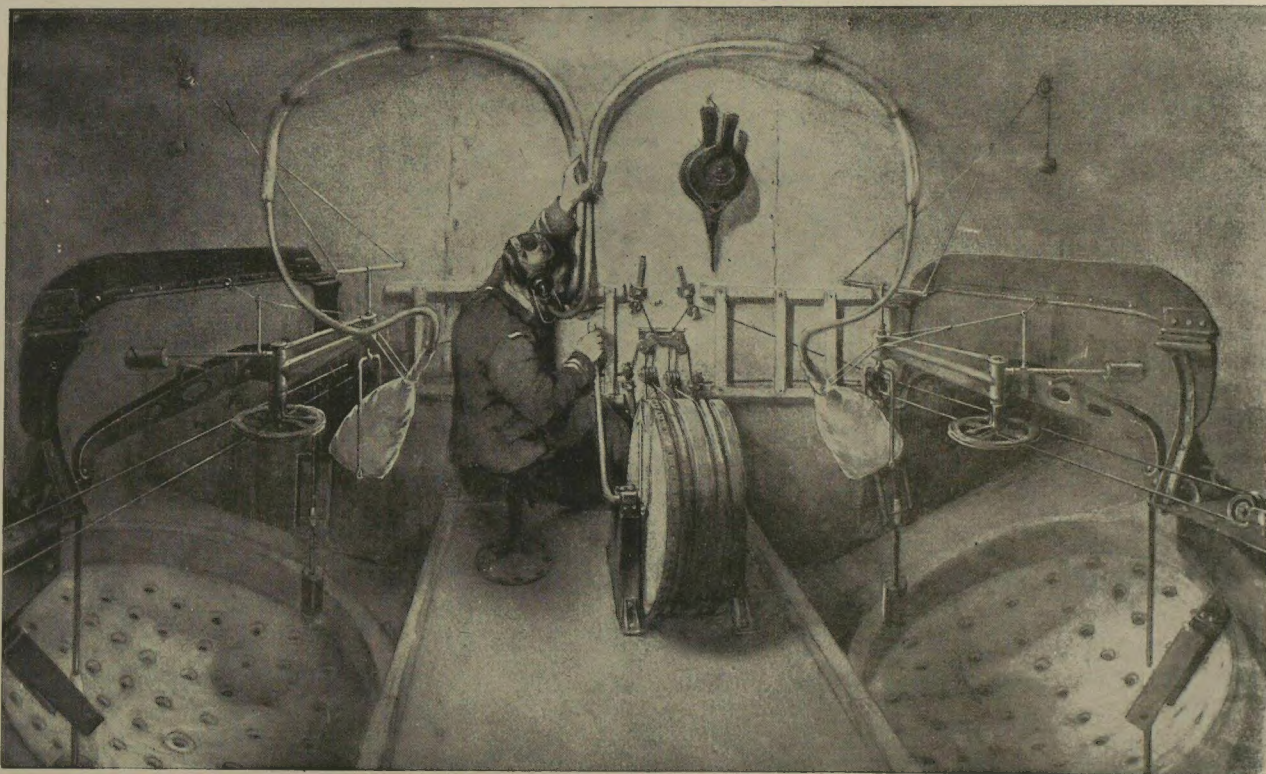
SUBMARINE LISTENING: THE WALSER GEAR. A TYPE OF HYDROPHONE.



THE INTERIOR MECHANISM OF THE WALSER GEAR AS USED IN A FRENCH WAR-SHIP: A DIAGRAM OF ITS COMPONENT PARTS.



ON THE HULL OF THE "HENRIETTE II.," A FRENCH WAR-SHIP: THE EXTERIOR OF THE SOUND-COLLECTING BOSS, OR "BLISTER."



DETECTING THE PRESENCE OF ENEMY SHIPS ON OR UNDER THE SURFACE: AN OBSERVER USING THE WALSER GEAR IN A SPECIAL CABIN FITTED UP AS A LISTENING-POST.

The Walser gear, whose construction was kept secret during the war, is a directional apparatus for detecting and recording sounds heard through water, and thus locating the presence or approach of enemy ships, either submarines or surface craft. Several types of listening-devices, British, French, and American, existed before the war, and were developed during it. That illustrated here is an improved method invented by Capt. Georges Walser, of the French Navy. By means of a sound-collecting funnel, or trumpet, various sound-waves can be caught and distinguished from each other, and the direction of their approach determined. The sounds are received through a number of vibrating plates fitted into holes pierced in a boss, or "blister," of sheet-iron which replaces a corresponding section of a ship's hull. The observer works in a sound-proof cabin stretching across the whole width of the ship, and wears a listening-helmet, attached to

two trumpets, into which the sounds are focussed by the vibrating plates attached to the "blister." The bellows shown are used for blowing away dust from the interior surface of the studs which carry the sound-collecting plates. In the left-hand diagram the letters indicate: (A) A circular boss (or "blister") in a ship's hull; (B) Holes in it fitted with studs which carry vibrating plates (C) that pick up the sound-waves; (D) A collecting-trumpet carried on a fork (E) attached to the arm (F) which moves round a spindle (G), and is actuated by the wheel (H). By working the lever of the drum, the point of support of the fork (E) describes the circle I, I', and the mouth of the trumpet the circle J, J'. The counter-weight (J) and the cord (K) preserve the inclination of the axis of the trumpet (D). The weight (L) preserves the equilibrium of the movable arm (F). The weights (M, M') cause (F) to rotate round the bearings (N, N').

GERMANY'S WAR ON THE INDUSTRIES OF FRANCE: A FAMOUS MINING TOWN DESTROYED—THE RUINS OF LENS.

DRAWN ON THE SPOT

BY LUCIEN JONAS.



WHERE THE MINES WERE FLOODED BY THE GERMANS AND NOT ONE HOUSE OUT OF US

The destructive violence of the German Army during the war was directed not only against places of beauty and historic interest, such as Ypres, whose ruins we illustrate on another page of this number, but also against the industrial centres of Northern France. The enemy's object was to cripple French trade. The once-thriving town of Lens, for example, was completely wrecked. A party of French Ministers who made an official inspection there recently found that, of the 18,000 houses which composed the town, not a single one

10,000 LEFT STANDING: LENS AS IT IS TO-DAY (WITH A RUINED CHURCH IN THE FOREGROUND).

had been left standing. Moreover, the mines had been deliberately flooded, and the task of emptying them will take something like two years, and no coal can be got from them for at least eighteen months. Five years must elapse before their normal output can be reached. As the Germans retreat, the Germans blew up all the machinery. Our drawing of Lens was made from rising ground on which are seen the remains of a wrecked church.—(Drawing Copyrighted in the United States and Canada)

WHERE NINEVEH ONCE STOOD: THE BRITISH OCCUPATION OF MOSUL.



COMING TO ARRANGE THE SURRENDER OF MOSUL: A TURKISH OFFICER ESCORTED INTO OUR LINES.



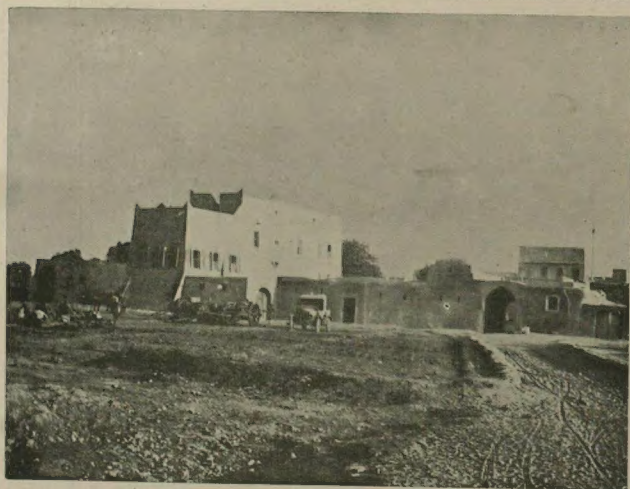
AFTER THE BRITISH ARMY'S ARRIVAL: THE TURKISH HEADQUARTERS AND BARRACKS AT MOSUL.



IN MOSUL AFTER THE ARMISTICE: A TURKISH BAND PLAYING BEFORE A BRITISH CAVALRY BRIGADE HEADQUARTERS.



WITH INDIAN TROOPERS LOOKING ON: A TURKISH BAND PLAYING ON THE OCCASION OF THE BRITISH ENTRY INTO MOSUL.



MOSUL UNDER BRITISH OCCUPATION: THE HEADQUARTERS OF TWO OF OUR CAVALRY BRIGADES.



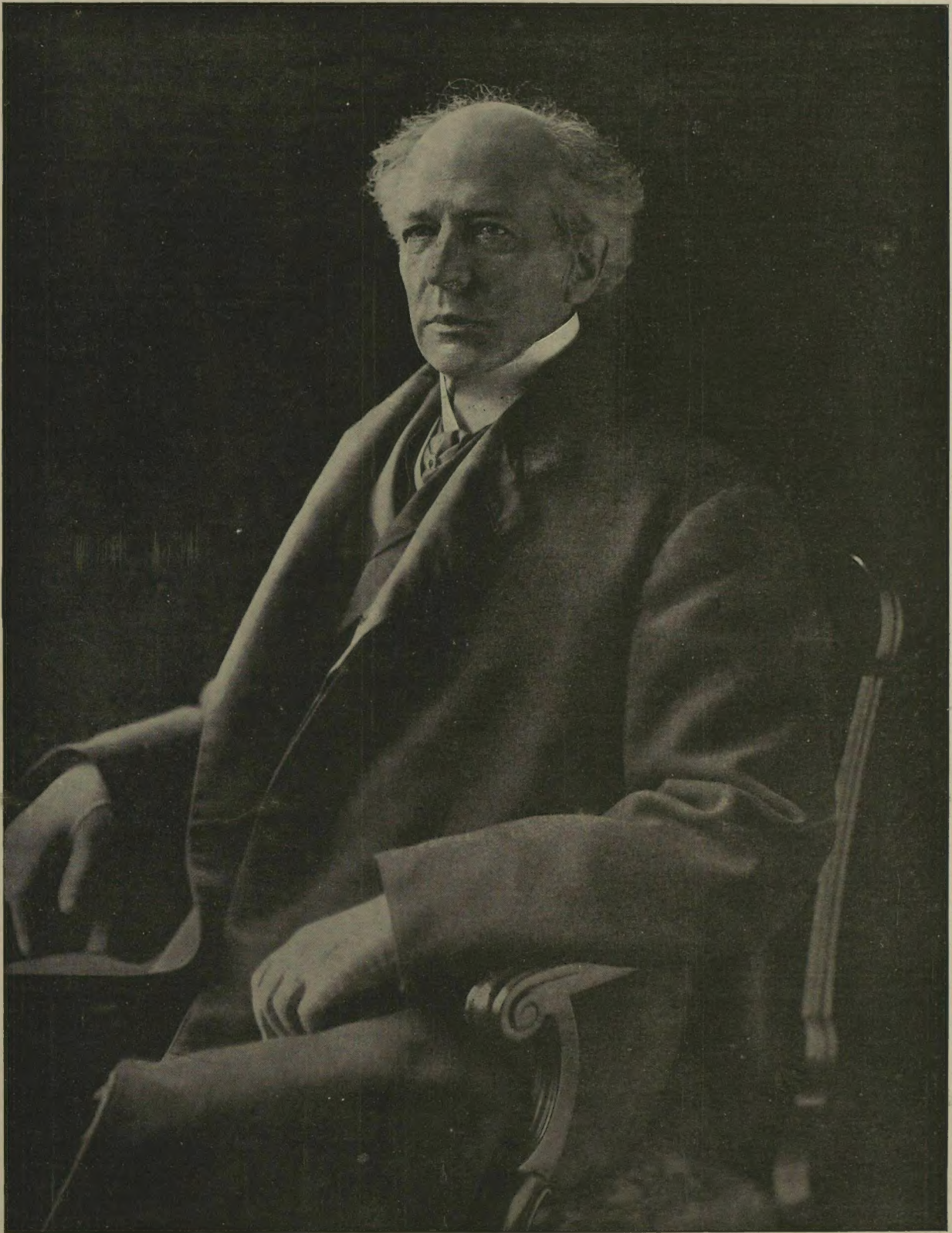
SHOWING SOME TURKISH SOLDIERS IN THE FOREGROUND: A MAIN STREET IN MOSUL AFTER THE ARMISTICE.

Mosul stands on the Tigris some 220 miles above Baghdad; and on the opposite side of the river is the site of ancient Nineveh. The surrender of the whole Turkish force on October 30 was largely due to the work of our cavalry, who got behind the Turks and cut off their retreat to Mosul. On his entry into the town, General Marshall addressed the civil authorities and the people in firm and soldierly terms. Among other things he said: "I have every intention of working at the town and its neighbourhood until it is in a

passably clean state. At present the dirt and filth are worse than I have seen anywhere in the world. As regards prices, it is my intention to fix them on a basis fair to everyone. You must clearly understand, however, that prices, once fixed, must be adhered to; and if labour is not forthcoming at the rate fixed, I shall be obliged to enforce it. Unlawful profiteering from the Government or your fellow-citizens will be severely punished. The British Government treats all alike, and I trust you will all work with me."

THE DEATH OF A DOMINION STATESMAN: A GREAT FRENCH-CANADIAN.

PHOTOGRAPH BY VANDYK.



LEADER OF THE LIBERAL PARTY IN CANADA FOR FORTY YEARS: THE LATE SIR WILFRID LAURIER.

Sir Wilfrid Laurier died at Ottawa, after two sudden paralytic strokes, on February 17. He was born at St. Lin, in the province of Quebec, on November 20, 1841, and began his career as a barrister. From 1877 to the end of his life he represented Quebec East. In that year also he first held office as Minister of Inland Revenue in a Liberal Cabinet. On the defeat of the Liberal Government in the following year, he became the Leader of the Opposition, until his party returned to power, with himself as Premier, in 1896.

During his administration provincial constitutions were granted to Alberta and Saskatchewan. In 1897 he visited England for the Diamond Jubilee. In 1911 the Conservatives came in again, and he once more undertook the Leadership of the Liberal Opposition. He was an advocate of Canadian autonomy, and averse from schemes of Imperial Federation, but in the war he warmly supported the British cause and Canada's decision to send troops to Europe. Personally, he possessed great charm and dignity.

GERMANY'S NEW RULERS DELIBERATE AMID FLORAL DECORATIONS: A SPEECH FROM THE PRESIDENT.

PHOTOGRAPH SUPPLIED BY TOPICAL.

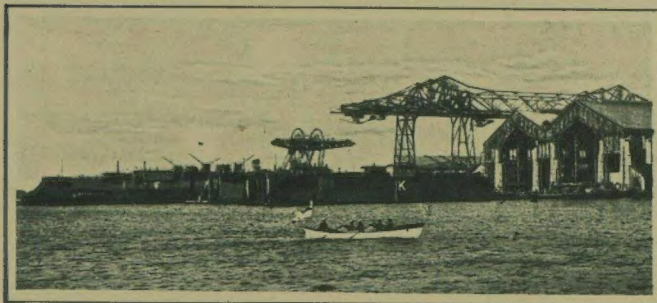


A MEETING OF MEMBERS OF THE GERMAN ALLIED STATES IN BERLIN: PRESIDENT EBERT (CENTRE) SPEAKING FROM THE TRIBUNE.

Herr Friedrich Ebert, the recently elected President of Germany, is seen speaking from the tribune in the centre of the photograph. The whole Chamber, it will be noted, is decked with flowers and evergreens. Seated to the left of the tribune may be seen in the front row, from right to left, Herren Scheidemann (Prime Minister), Landsberg (Minister of Justice), Noske (Minister of Defence),

Wissel (Minister of Economics), and Hirsch. In the second row, from left to right, are Dr. Preuss (Minister of the Interior), Colonel Reinhardt, and Herren Ersberger, Schiffer (Deputy Premier and Finance Minister), and Bauer (Minister of State Labour). On the right of the tribune are members of the German Allied States, including (first row) Count Brockdorff Rantzau (Foreign Affairs).

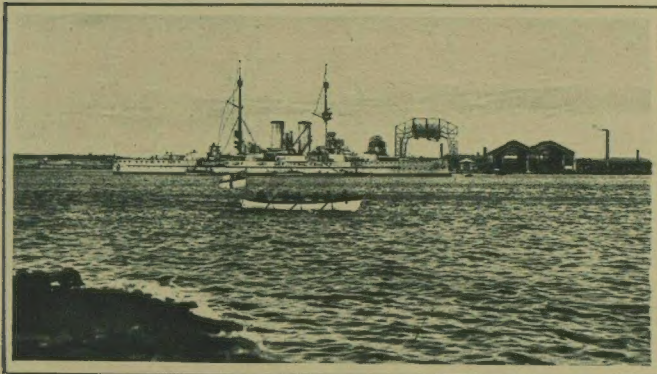
Anglo-Italian Naval Co-operation in the Adriatic: Pola in Allied Hands.



FORMERLY AN AUSTRIAN NAVAL BASE: POLA FLOATING DOCKS AND SHIPWAY.



AT POLA ARSENAL: A GROUP OF SURRENDERED AUSTRIAN SUBMARINES.



SHOWING A BRITISH WHALER: THE AUSTRIAN DREADNOUGHT "ERZHERZOG FRANZ FERDINAND" AT POLA.

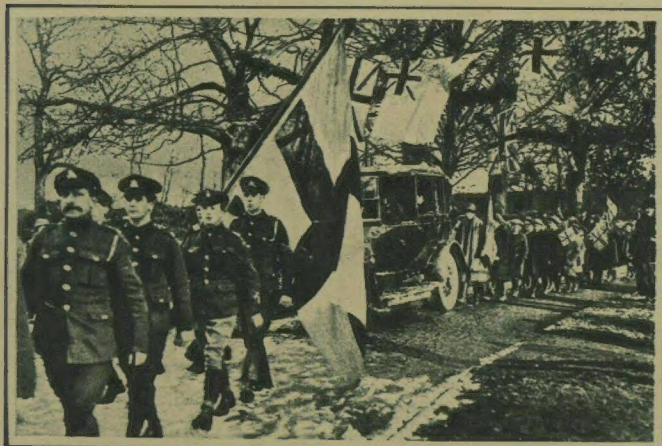
Pola was one of the chief Austrian naval bases in the Adriatic during the war, and was the scene of gallant Italian naval and aircraft attacks. The Commander-in-Chief of the Italian Navy, Admiral Thaon di Revel, recently sent a message to the First Sea Lord



WITH THE BRITISH DESTROYER "BRISTOL" IN THE FOREGROUND: SHIPS IN HARBOUR AT POLA.

expressing high appreciation of the co-operation of the British Navy in the Adriatic. In reply, Sir Rosslyn Wemyss said: "The British Squadron have felt it a privilege to fight side by side with their Italian comrades in the Adriatic Sea."—[PHOTOGRAPHS BY C.N.]

Admiral Beatty's First Leave: His Home-Coming; and an Ice Hockey Match.



PRECEDED BY A BATTLE-SCARRED FLAG: SIR DAVID BEATTY'S CAR.



REPLYING TO AN ADDRESS: ADMIRAL BEATTY WELCOMED AT BROOKSBY.



ON HIS FIRST LEAVE SINCE THE WAR BEGAN: ADMIRAL BEATTY "BULLIES OFF" WITH LADY BEATTY AT ICE HOCKEY.

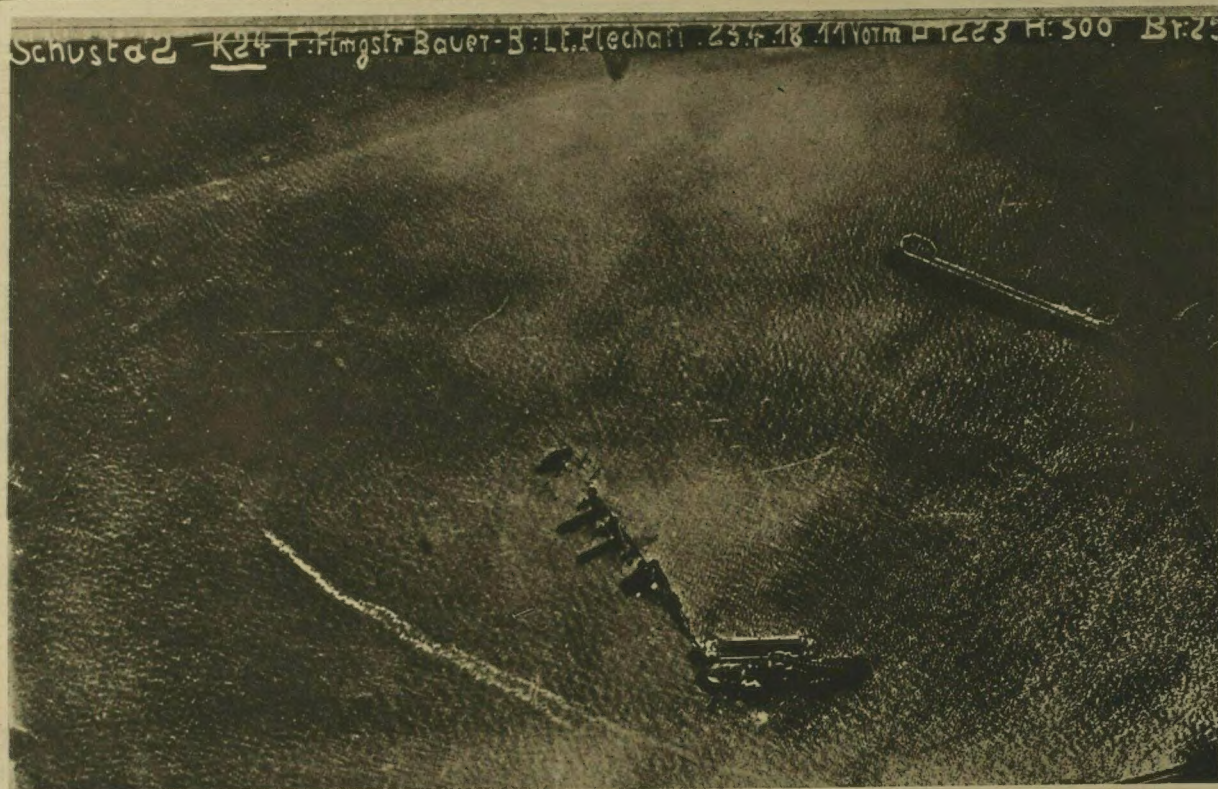
On February 12 Admiral Beatty arrived home at Brooksby Hall, Leicestershire, in the Quorn country, on his first leave since the war began, and his first visit there since January 1914. The countryside gave him a great welcome. His car was led in procession



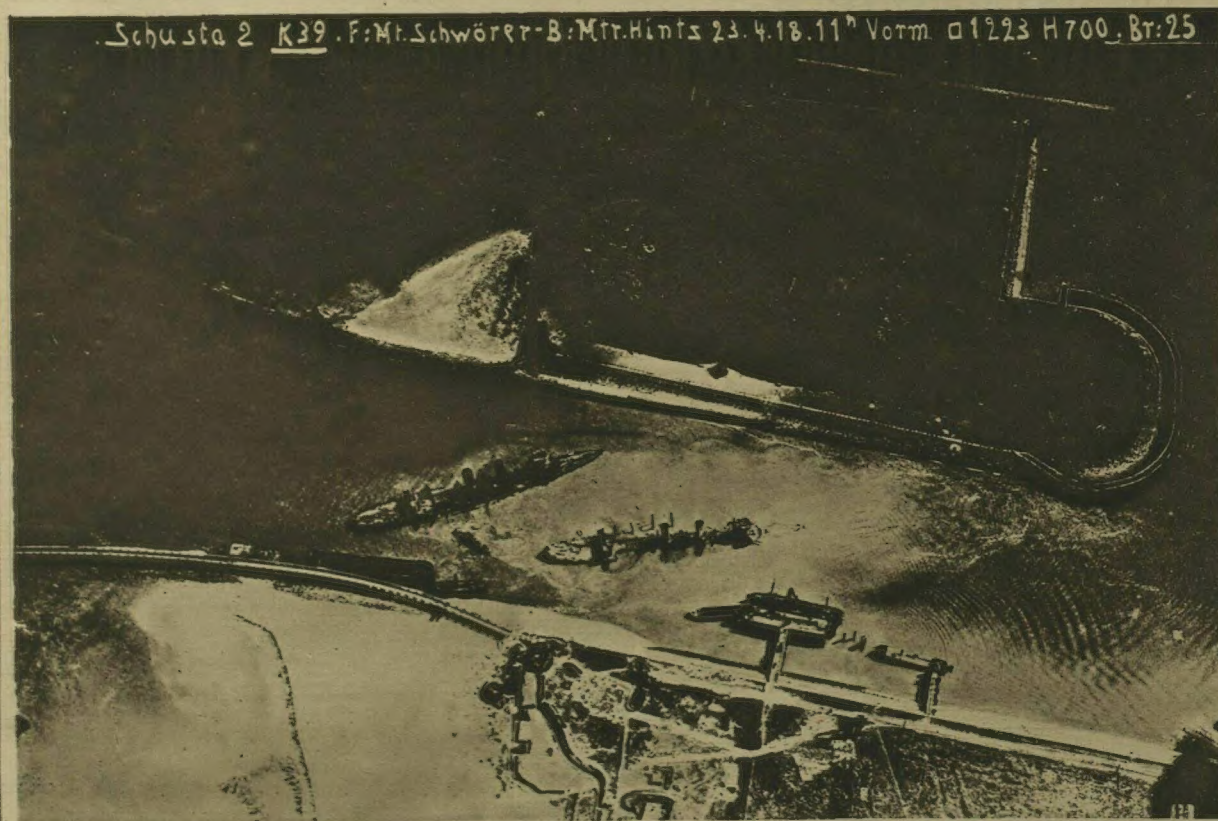
SKATING AT BROOKSBY HALL: ADMIRAL BEATTY HAVING HIS SKATES REMOVED BY THE MATRON OF LADY BEATTY'S WAR HOSPITAL.

by a guard of honour of men on leave, and before it was borne a flag flown by Admiral Kerr in action in the Adriatic. Lady Beatty has maintained Brooksby Hall as a war hospital, with Miss J. A. Mortlock as Matron.—[PHOTOS BY ILLUS. BUREAU AND NEWSPAPER ILLUS.]

GERMAN-AIR PHOTOGRAPHS OF THE ZEEBRUGGE RAID: THE BLOCK-SHIPS.



PHOTOGRAPHED BY A GERMAN AIRMAN JUST AFTER THE BRITISH NAVAL RAID: THE BLOCK-SHIP H.M.S. "THETIS" SUNK AT ZEEBRUGGE.



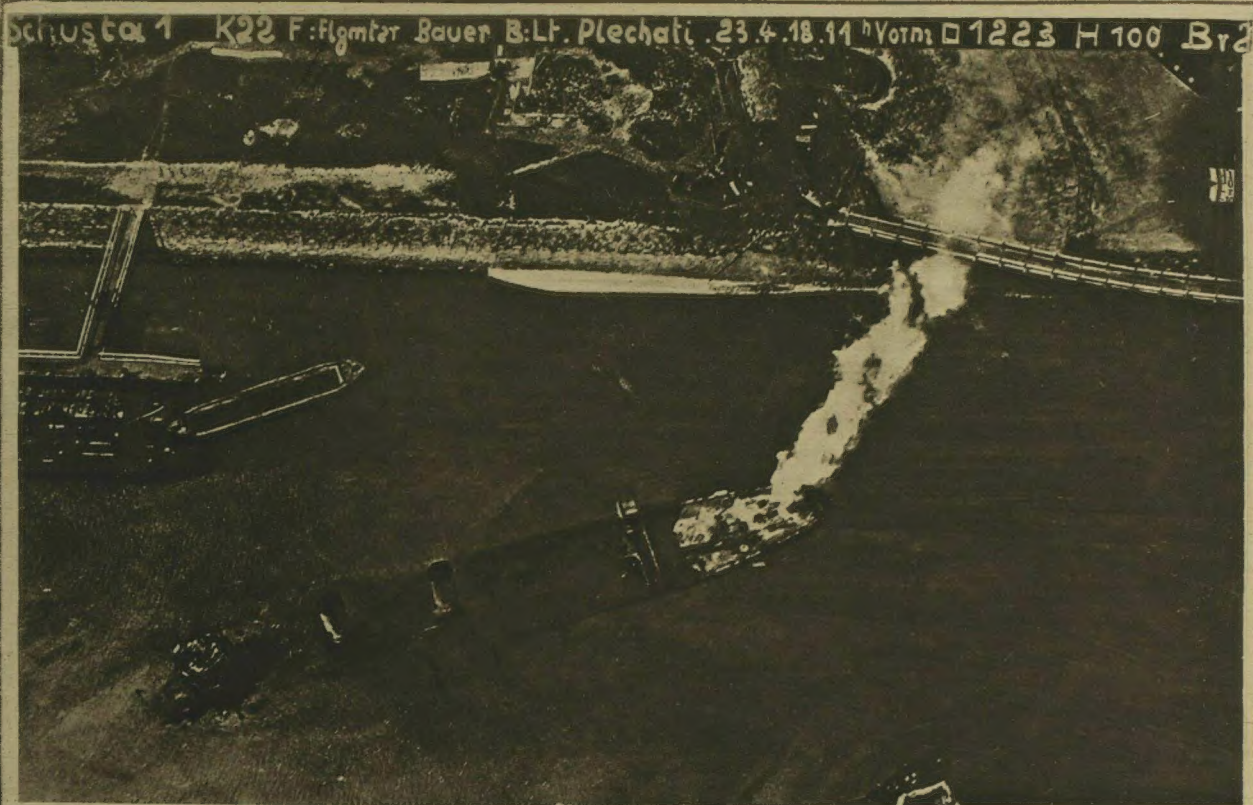
TWO OF THE BRITISH BLOCK-SHIPS SUNK IN THE CANAL MOUTH AT ZEEBRUGGE: THE "INTREPID" (LEFT) AND "IPHIGENIA"

Although the British Naval raids on Zeebrugge and Ostend last year are now matters of history, no apology need be offered for publishing so long afterwards these very interesting photographs, which were found on a German in Belgium, and have only just come to

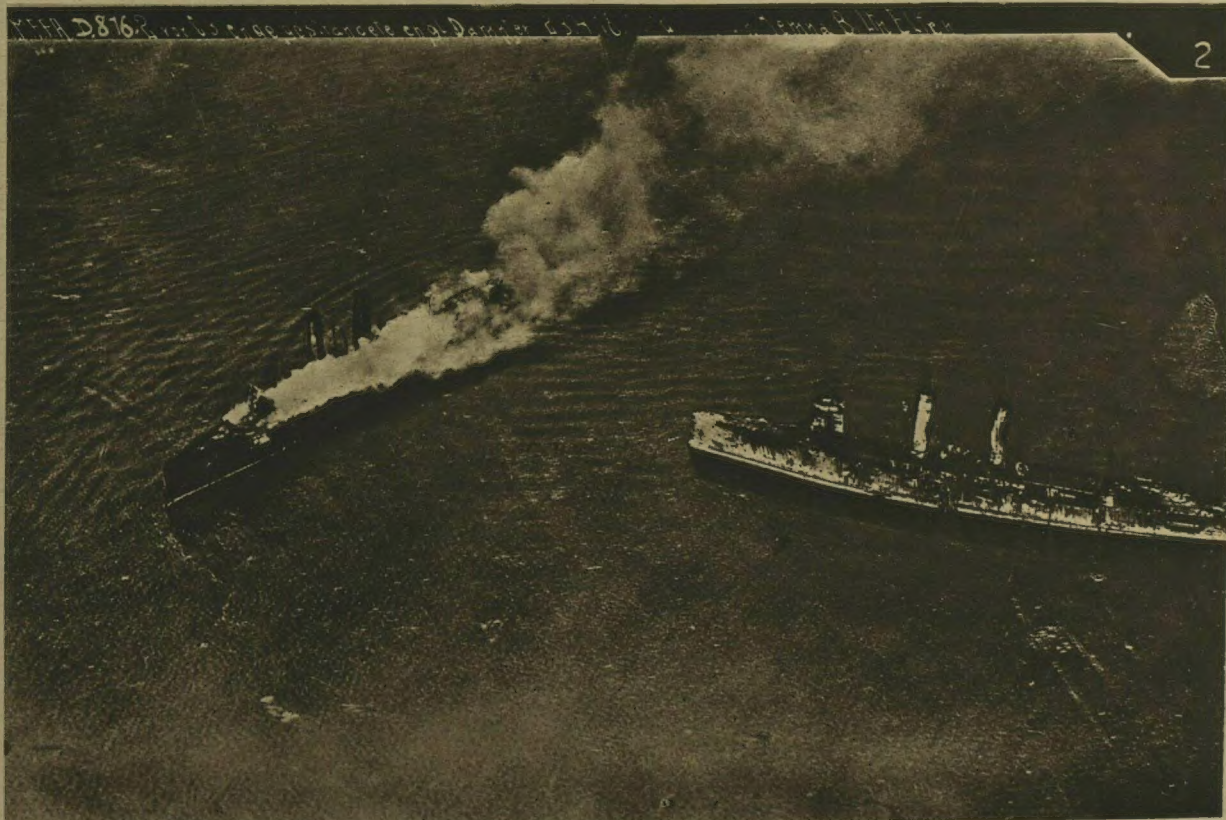
hand. They were taken by a German airman soon (probably the next day) after the raid on Zeebrugge in which several block-ships were successfully sunk in the canal entrance, to prevent the egress of enemy submarines. It was in the early hours of April 23 that

[Continued opposite.]

BRITISH BLOCK-SHIPS AT ZEEBRUGGE: CAPTURED AIR-PHOTOGRAPHS.



JUST AFTER THE SUCCESSFUL BRITISH NAVAL RAID AT ZEEBRUGGE: THE BLOCK-SHIP "IPHIGENIA," SUNK IN THE CANAL, ON FIRE.



THE "IPHIGENIA" AND "INTREPID" SUNK IN THE CANAL AT ZEEBRUGGE: GERMAN AIR-PHOTOGRAPHS TAKEN SHORTLY AFTERWARDS.

Continued.

the first raid took place. Five obsolete cruisers filled with concrete were used as blockships at Zeebrugge and Ostend, while at Zeebrugge also the "Vindictive" made her famous attack on the Mole, and a submarine was blown up beneath the Mole extension.

After the Naval work was done, British aircraft made bomb-attacks and observations of the results. On the night of May 9 the second raid on Ostend took place, and the "Vindictive" was sunk there to block the harbour.

THE WORLD OF FLIGHT

ON THE PSYCHOLOGY OF AVIATORS.—II.

By C. G. GREY,

Editor of "The Aeroplane."

FLYING is commonly regarded as a young man's game, yet experience seems to show that, except for purely acrobatic flying—which includes the more intense forms of air fighting—the older man is the better pilot. Several of the Brigadier-Generals and senior Lieutenant-Colonels in the Royal Air Force, men between thirty-five and forty years of age, are noted among the youngsters under their command for their skill, and for the beautifully finished way in which they handle their machines. And a notable instance is that of one of the most famous and most decorated of French pilots, who was automatically released

revolving. Both pilots managed to land unhurt, but wrecked their machines in doing so. One pilot was a youngster of about nineteen, not particularly brilliant mentally, but quick and alert enough in his way. The other was a man of over thirty, a skilled engineer, who had knocked about the world in the course of his profession and had had many adventures in strange places. Next day both these pilots went up again on machines of the same type. The youngster flew for half-an-hour or more quite happily and landed very neatly, without a sign of nerves. The older man flew for about ten minutes, and then came down. He landed even more perfectly than the youngster, and then he climbed out of his machine and lay down on the grass beside it in a state of exhaustion. He explained to the doctor at the aerodrome that the nerve-strain of waiting for the engine to smash up, as the other had done the previous day, and of keeping on the stretch to switch off the ignition the instant he heard anything wrong, was too much for him.

He was ready to take any risk so long as he had personal control over

individuals the older man comes out better than the youngster. The elderly French pilot who has been mentioned already has survived a number of really serious crashes, some of which have left him with permanent marks. Yet his nerve is absolutely unaffected. He is merely rather more careful about the quality of his aeroplane and engine, and their state of efficiency, than he was four or five years ago. As against his psychological state numerous instances can be found of young men, apparently in the pink of physical condition, who have given up flying forthwith after one comparatively trifling accident. In studying such diametrically opposed cases, a certain amount of enlightenment may be obtained by investigating the reasons why the people in question have taken to flying.

Both before and during the war one has known men who learned to fly purely out of self-conceit. They sought for notoriety or glamour. Such men have almost invariably given up flying after a crash in the early stages of their career as aviators, or at best they have only lasted for a very short time as active-service aviators. At the other end of the scale one finds men who took to flying in its early days in the true spirit of the pioneer, and who are still flying steadily and regularly, sustained against nerve-breakage by intimate knowledge of aeroplanes and their ways, and by undying enthusiasm for aeronautical progress. Along with them as "unbreakable" one must class the type of man who, after having been smashed up or hopelessly invalidated for work with the infantry or artillery, took to flying as the only means by which he could continue to fight. The Royal Flying Corps could provide numerous examples of such men, some with permanently injured arms or legs, others with defective internal machinery, but all with absolutely unbroken nerve.

There is an immense field for investigation by the medical profession, for none has yet discovered the precise border-line between "nerve" and "nerves," which are two very different things; or between psychology and physiology, which may be more nearly the same thing than is generally imagined. Also the fallacy of the old tag "*Mens sana in corpore sano*" still remains to be exposed, for flying has provided



THE ENGLAND-TO-INDIA FLIGHT: READY TO START AGAIN AFTER A LANDING IN PERSIA.—[Photograph by L.N.A.]

from service shortly after the signing of the Armistice by the demobilisation of the "old men" in the French Army—he being over forty-seven years of age. Yet he finished the war while flying the fastest and trickiest of single-seater fighters, and he had been flying continuously for very nearly ten years. It may also be remembered that the late Mr. S. F. Cody was, at the time of his death in an accident, over fifty-three years of age, and that his machine was one of the trickiest and most difficult things to fly which was ever produced. In this instance it is necessary to point out that his fatal accident was caused by the breakage of the machine, and not by any mistake on the part of the pilot.

It is true that these elderly pilots are very much the exception and not the rule; but their comparative scarcity is due chiefly to the fact that flying, as a whole, is so young that very few aviators have had time to grow old. So far as this country is concerned, there was very little flying before the year 1912; and of the men who then learned to fly, hardly any were more than twenty-five years of age. Consequently, it is difficult to find pilots with long experience who are thirty-five years of age or more. There are, however, many of that age or near it who have learned to fly during the war, and it is interesting to find that these older men are also, as a rule, good sound pilots who are likely to last.

One very interesting study in the psychology of aviators is the comparative effect of accidents on very young and less young pilots. A case in point is worth consideration. At a certain aerodrome a certain type of machine was in use which, until the cause was discovered, was prone to a particular form of accident. One day two good pilots went up on two of these machines practically simultaneously, and the same accident happened. Something broke in the engine, which proceeded to buck about in the nose of the machine and tear it to pieces before the engine could be stopped from

what was going to happen; but this was another matter, for he knew the accident was likely to happen, and he could do nothing to stop it. Subsequently he flew other machines which satisfied his ideas as an engineer, and he showed no signs of nerve-strain. The youngster, however, went on flying anything and everything, in the bliss of ignorance, and never suffered from nerve-strain at all, so far as one heard. Now, of these two, one holds that the older man was the safer pilot for any passenger or passengers who might be with him. He had confidence in himself, but none in luck. The youngster, void of education, experience, and imagination—three interlinked qualities—trusted entirely to luck, and possibly by now has been killed by his luck failing him. If he has not been killed, he will doubtless in time reach the same psychological state as the older man, and will realise that Heaven helps those who help themselves by taking their fates in their own hands instead of trusting to luck. That is one of the most important of the changes which take place in any man.

On the other hand, one frequently finds that when one studies the effects of accidents on



A VICEREGAL VISIT TO THE R.A.F. IN INDIA: LORD CHEMSFORD'S ELDEST DAUGHTER, THE HON. JOAN THESIGER, DRESSED FOR A FLIGHT.

Photograph by Sport and General.

many instances in which the unhealthy or feeble body has been accompanied by the soundest mind, and in which the perfectly healthy body has been apparently devoid of brains.

NARROW ESCAPES IN THE AIR: A COAST-PATROL PILOT'S ADVENTURE.

DRAWN BY E. L. FORD.



THE PERILS OF AERIAL COAST PATROL: A BRITISH AVIATOR LOST IN A MIST FINDS HIMSELF CHARGING THE CLIFFS
AT OVER 100 MILES AN HOUR.

Returning from a coastal patrol, one of our pilots had an amazing escape, and when relating his experiences he said: "I have never before had such a violent 'wind up.' " It appears that dense clouds had completely obscured the whereabouts of his aerodrome, which was situated on the sea cliffs, and in order to discover his locality he descended through the clouds, expecting them to be about 1000 ft. in thickness. Lower and lower he went, being puzzled at their density, and suddenly he espied the sea only a few feet

below him—he was in a thick sea mist! For a moment he was undecided which way to turn, but before he could make up his mind, a white wall appeared in front of him, extending as far as the eye could see. In an instant he realised that he was charging at a speed of over 100 miles an hour straight for the cliffs, and only by making a quick vertical banked left-hand turn did he escape. As it was, he missed the cliffs by inches only, and landed safely at an aerodrome.—[Drawing Copyrighted in the United States and Canada.]

A GIFT TO THE BRITISH MUSEUM:

The Evans Collection of Ancient British Coins.

THE collection of ancient British coins formed by the late Sir John Evans, K.C.B., has been presented to the British Museum by his son, Sir Arthur Evans, President of the Society of Antiquaries and a Trustee of the Museum. In a letter conveying the gift to the Keeper of Coins, the donor explains that he feels that private individuals should do what lies in their power to make up for the deprivations the Museum has suffered from Government parsimony during the war. The gift is the most important donation received by the National Collection for over half a century. It numbers over 1700 coins. The Evans Collection is in several ways unique. Sir John Evans specialised in this series of coins, and his collection formed the basis for the studies which resulted in the publication of his "Coinage of the Ancient Britons," in

Apollo wearing a laurel wreath; on the reverse is a two-horsed chariot, a type which is usually said to commemorate Philip's victories in the chariot race at the Olympic Games. It has always been the habit of barbarians or less civilised nations to imitate the coins of some nation of a high degree of civilisation whose coinage enjoys a great reputation. Philip's silver coins were extensively imitated by the barbarians of Hungary and Transylvania, and his gold staters by the Gauls of France. (Fig. 1 is a Philip stater, and Fig. 2 an early Gaulish copy.) It is not certain whether the Gauls acquired their knowledge of these coins through ordinary trade routes from the Greek colonies—such as Marseilles, which had been established for several centuries in the South of France—or through the great plunder brought back by the Gauls when they ravaged

After the Roman Conquest there is a great improvement in the coinage. Many of the coins of gold, silver, and bronze are inscribed with the names of rulers, some of whom are known from classical sources, while others have yet to be identified. The types of the gold coins remain conservative, but the workmanship is much better. The silver and bronze coins show a variety of types, usually borrowed from Roman sources. One of the most extensive coinages is that of King Cunobeline, the Cymbeline of Shakespeare. Figs. 5, 6, and 7 show specimens of his coinage, No. 5 giving his name in full; No. 6 still has the horse on the reverse, while the ear of corn on the obverse is probably suggested by the wreath on the earlier coins. No. 7 is a small coin showing Continental influence in the griffin type. These coins bear the mint-name



A SPLENDID GIFT TO THE NATION: COINS FROM THE COLLECTION OF THE LATE SIR JOHN EVANS (ENLARGED).

1. Gold coin of Philip II. of Macedon (359-336 B.C.), the origin of the British type; 2. Gaulish imitation of No. 1; 3. Earliest British type; 4. Later British type; 5 and 6. Gold coins of Cymbeline (Cunobelinus) struck at Colchester (Camulodunum); (7) Silver coin of the same king and mint; 8. Silver coin of Tasciovanus struck at Verulam (St. Albans). We have enlarged the coins, that the details may be the better seen. The size of all may be judged from No. 4 in our photograph, the original of which is 1 1-16th inches in diameter. Needless to say, our photographs were made from casts of the coins.

By Courtesy of the Trustees of the British Museum.

which there was given for the first time a satisfactory record of the history of England in the two centuries preceding the Christian era. One of the most important results of Sir John Evans's researches was to show that at the time of the Roman Conquest the Britons were by no means savages. They worked their own gold-mines, and for over a century had an extensive coinage in four metals (chiefly of gold) and several denominations—which shows that they had a wide commerce and a certain degree of civilisation. The history of the origin and evolution of ancient British coins is an interesting chapter of numismatic science which, while it may be paralleled in other lands, can nowhere be studied so fully. The story begins in the middle of the fourth century B.C. In the ancient world gold coinage was rare and limited until the time of Philip II. of Macedon (359-336 B.C.), father of Alexander the Great. In 356 B.C. he opened up the valuable gold-mines of Pangæum, which yielded an enormous revenue and altered the value of gold. He issued an extensive new currency, including gold staters, which soon attained a world-wide currency. These coins, which are still common, are slightly smaller, but thicker and heavier, than a sovereign, and have on one side the head of

Greece under Brennus. The probability is that the coins followed the trade route across France which had replaced the ancient Phœnician sea-route to Britain, until they reached and were copied by the Belgic tribes on both sides of the Channel. Somewhere in the third century B.C. the Belgæ had crossed into Britain, occupied the maritime regions, and driven the original inhabitants into the interior. Fig. 3 shows a coin of the Belgæ, found at Fenny Stratford, on which the original types are still quite recognisable, although the exaggerated treatment of the hair is already marked; the chariot has disappeared, and the driver has changed considerably. Fig. 4 represents an early type of British coin from the Isle of Wight which shows the characteristic features of the ancient British coins. The obverse has now become unintelligible, the wreath alone being recognisable; while one horse is still recognisable on the reverse, but there is no trace of the chariot or driver. These coins belong to the middle of the second century B.C. This type spread northwards as far as Yorkshire, and westwards as far as Gloucestershire and Dorsetshire, where extensive currencies of this type seem to have been issued till the beginning of the Christian era. These uninscribed coins are mainly of gold, but are also known in silver and tin.

CAMU (Camulodunum), Colchester. No. 8 is a coin of Tasciovanus, father of Cymbeline, bearing a boar, a favourite Gaulish type, and the mint-name VERL (Verulamium), St. Albans. Coins are also known of, amongst others, Epaticcus, brother of Cymbeline, who reigned in Surrey; of Tincommius, Verica, and Eppillus, sons of the Commius who fled to Britain from Gaul before the Romans; and of Dubnovellaunus, whom we know to have been a contemporary of Augustus. Coins bearing the legend "Boduoc" used to be attributed to Boadicea; but there is no doubt that this is wrong, as these coins belong to the West of England, while her kingdom was Norfolk and Suffolk. It is unlikely in the circumstances that she ever issued coins. Coins of her tribe, the Iceni, are well known, but none are inscribed. Coins of one British Queen, however, are known—those of Cartimandua, Queen of the Brigantes, who so treacherously gave up Caractacus to the Romans after he had sought refuge with her.

It is quite impossible to do justice to this wonderful collection in a short space, but the above remarks may give some idea of its immense importance for the study of an unwritten chapter of English history.

THE AFFAIR OF THE COUNTERFEIT "RODINS": AN ART SENSATION.

PHOTOGRAPHS BY VIZZAVONA.



THE SUBJECT OF A DISPUTED COPY:
"EVE," IN MARBLE.



"BROTHER AND SISTER":
AN AUTHENTIC MARBLE ORIGINAL.



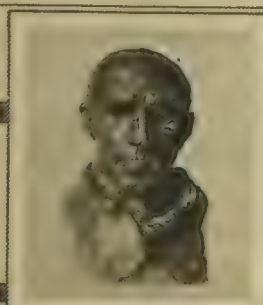
AT THE PALAIS DE JUSTICE: THE
"BROTHER AND SISTER" IN BRONZE.



FROM THE CALAIS GROUP:
A BURGHER'S HEAD IN
BRONZE.



UNKNOWN AMONG RODIN'S
AUTHENTIC WORK: A GIRL—
IN BRONZE.



FROM THE "BURGHERS OF
CALAIS": ANOTHER BRONZE
HEAD.



A WORK THAT SUPPLIED MUCH DETAIL BOTH TO RODIN AND COUNTERFEIT FABRICATION:
"THE GATE OF HELL," IN HIS STUDIO.

A great sensation was recently caused in Paris and the art world generally by the discovery that a number of counterfeit copies of works by the late Auguste Rodin, the great French sculptor, had been sold at high prices as genuine originals. The trade in these spurious copies had apparently become quite an extensive industry. Before the war some of the little bronze groups, alleged to be the work of the master, fetched as much as £1200 to £3200, and their price has since been trebled. The fraud was discovered by M. Bénédite,

Rodin's executor and curator of the Luxembourg and Rodin museums. He consulted Rodin's caster, M. Rudier, who detected the false copies by certain tell-tale marks and imperfections, and from the fact that wax had been used in casting them, whereas he himself used only sand. Several people were arrested, and the inquiry has aroused keen interest. One of the statues in dispute is a copy of Rodin's "Eve." We illustrate here some examples of his art, together with a bronze statuette of a girl which is unknown in his authentic works.

TO BE LEFT AS AN ETERNAL MEMORIAL TO ITS DEFENDERS: YPRES—"THE GHOST OF A PROUD CITY."

FROM MAJOR J. KERR-LAWSON'S "THE CLOTH HALL, YPRES: THE FOOTPRINT OF THE HUN," IN THE CANADIAN WAR MEMORIAL EXHIBITION, AT THE ROYAL ACADEMY.



"THESE RUINS ARE CONSECRATED GROUND": THE REMAINS OF THE CLOTH HALL AT YPRES—TO BE LEFT UNTOUCHED AS A WAR MEMORIAL.

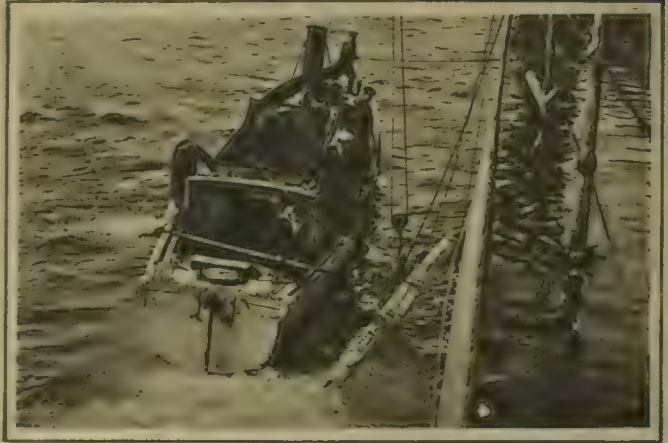
The Belgian Government recently decided not to rebuild Ypres on its old site, but to leave its ruins as a permanent memorial to the men who fell there. They will also act as a record of the invader's wanton vandalism. Discussing this decision, and the natural disappointment of the citizens of Ypres at not having their town rebuilt as it was, M. Emile Cammeret, the well-known Belgian writer, says: "The idea of rebuilding Ypres is unthinkable. These ruins are consecrated ground. . . . They belong to the Armies of Heroes who died while defending them during four years of desperate struggle. They must remain as they saw them, in order that we, revisiting the battle-

field, should better realize the sacred character of their sacrifice. . . . In 1914 it [rebuilding] might have been possible. . . . But is it the case to-day? . . . Ypres could only be rebuilt by the men who erected her walls six or seven centuries ago. . . . The ruins will stand, enclosed in the old walls, when the desert of mind of the surrounding plain is turned again into smiling fields. These they will remain, still beautiful in spite of their wounds, reared with the sacred solemnity of the things that have passed away, a true reminder of their defenders, the ghost of a proud city dedicated to their proud souls."

Torpedo Training in the British Navy: Target Practice.



A GOOD SHOT: A TORPEDO FINISHING ITS RUN CLOSE TO THE TARGET SHIP.



THE RECOVERY OF TORPEDOES FIRED FOR PRACTICE: COMING ALONGSIDE.



RECOVERING A PRACTICE TORPEDO AFTER USE: HOISTING IT INBOARD.

The torpedo differs from shells and other missiles in that it can be recovered and used again after being fired (of course, without a war-head) at a practice target. Our photographs show details of torpedo training at sea as carried out in the British Navy. In



BACK ON BOARD SHIP: LOWERING A RECOVERED TORPEDO INTO ITS PLACE.

connection with this branch of work, according to the Mayor of Portsmouth, the Admiralty will transfer the Vernon Torpedo School to the Portsmouth Gun Wharf, where it will be developed into the leading torpedo establishment in the world.

A British Submarine Bombed by Ten German Seaplanes: An Enemy Air-Photograph.



PHOTOGRAPHED FROM ONE OF THE ATTACKING GERMAN SEAPLANES: THE "C 25" UNDER A SHOWER OF BOMBS—A NAVAL WAR REMINISCENCE.

During the war the British submarine "C 25" was attacked by ten German seaplanes, which showered bombs all around her, at the same time pouring in a fire of explosive

bullets. In spite of all they could do, however, the "C 25" succeeded in reaching Harwich. The above photograph was taken from one of the enemy machines engaged in the attack.

PHOTOGRAPH SUPPLIED BY ILLUSTRATIONS BUREAU.

DUMMY-SUBMARINE TARGETS: PRACTICE FATAL TO MANY U-BOATS.

DRAWN BY W. B. ROBINSON, AFTER DIAGRAMS IN "POPULAR MECHANICS."



AN AMERICAN DEVICE FOR PERFECTING ANTI-U-BOAT GUNNERY: TARGET PRACTICE FROM A MERCHANT-SHIP
AT A DUMMY PERISCOPE.

In the current number of "Popular Mechanics" is described an ingenious floating target used during the war by American gunners on board merchant and supply ships, for anti-submarine practice. "The device," says our contemporary, "consisted of a framework, about 30 ft. long and 5 ft. wide, with an imitation conning-tower and periscope. It was drawn behind the ship by means of two cables attached one above the other. By pulling

on the upper one, the upper side of the frame was made to project forward, causing the target to rise to the surface; while by pulling on the lower cable, the device would quickly submerge. Officers out of sight of the gunners manipulated the apparatus, changing the range by cables. So quick and accurate did the gunners become that many ships starting out with a dozen targets returned with none."—[Drawing Copyrighted in the United States and Canada.]

SCIENCE JOTTINGS

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.SPENDING THE GOLDEN LEECE WHICH SUPANS BELIEVED TO BE A ROLL OF
HAPPINESS ON WHICH WAS WRITTEN THE SECRETS OF GOLD-MAKING. THE ARGUMENTS.

IT has more than once been shown in this column that, from the scientific point of view, there is much to be said for the further limitation of the hours of work. In monotonous or "repetition" work, where the same manual operations have to be gone through over and over again, the attention of the keenest workman becomes dulled after a time, which varies with the individual; and thereafter, without any necessary consciousness of the fact on his part, the pace slackens, or the work becomes less accurate. Hence, when rapidity of output had to be combined with scrupulous accuracy, as with the turning of shells during the last three or four years, it was found that better results could be obtained by employing three shifts of eight hours each, than by working men or women, however willing, for spells of ten or more hours on end. Taking six working days in the week, and making no allowance for Saturday afternoon, this works out at forty-eight hours per week for each shift.

Yet there is no magic about the figure 48, and it is probable that, even if the weekly time worked by each shift were shortened to 44, which would enable the workman to take his Saturday afternoon "off," the output would not necessarily suffer. But it is plain that the nature of the work is for much in the affair, and that the figures given above apply only to the duller and most mechanical form of repetition work, such as the shell-turning, which we have taken as an example. For, paradoxical as it may sound to those unaccustomed to daily labour, the more complicated, and therefore varied, the work is, the longer the worker can keep at it without showing signs of fatigue. Artistic work, such as wood-carving or the painting of pictures, could probably be carried on for a longer period than eight hours without actual physical fatigue supervening; because the constant, if slight, change of attitude and finger-play necessary would prevent any one set of muscles and nerves from being exercised unduly; and, although this could not be repeated daily, the difficulty would arise from the giving out of the worker's imagination rather than of his muscles. Moreover, in such a case, the artist is buoyed up with the pleasure which attends the execution of all creative work, so as to feel fatigue less quickly than one who is merely repeating a mechanical process every minute.

An entirely different set of factors is involved when we consider the case of those occupa-

HOURS OF WORK—AND PLAY.

tions which make an incessant demand not on the muscles, but on the attention. Such are those of

THE SCIENCE OF MINE-SWEEPING: THE STERN OF AN
UP-TO-DATE MINE-SWEEPER WITH "GALLOWS" AND
"KITE" FOR KEEPING THE SWEEP AT THE REQUIRED
DEPTH.—[Photograph by Topical.]

the engine-driver, motor-man, tramcar-driver, or crane-man. Here the worker is putting hardly

any strain on his muscles, except at very infrequent intervals, while the strain on his attention never ceases. Hence it is that, of all forms of manual labour, this is probably the most wearing; and were it not for the many halts at stations and otherwise, and the time taken up in cleaning of engines and the like, an eight-hour day would be impossible in it. To take an instance that will be familiar to most, no captain in his senses would dream of keeping a steersman at the wheel for eight hours at a stretch, except in some extraordinary and unforeseen emergency.

From all this it follows that no hard-and-fast line can be laid down for all trades, and that the hours of work which would be light for one would be excessively hard if always enforced for another. But if we take a 48-hour week as the maximum, as it seems we are now likely to do, the question arises of how the working-man is going to spend the leisure that this will leave him. Supposing that he gives eight hours up to sleep, and one more to getting to and from his work, this would still leave him with seven hours out of the 24 to dispose of in what people call recreation. Meals will only account for a small part of this, even if he is not allowed to deduct the time taken in their consumption from his eight-hour day, as he seems inclined to do. Saturday afternoon he will, no doubt, devote, if he can, to attendance at a football match when such amusements are in season; and he may, perhaps, spend an evening a week at a "movie." But when these simple pleasures, which all cost money, are exhausted, what remains to him? Reading, perhaps; but where is he to get the books unless he goes to a public library, which is seldom open during his hours of leisure? Were he to buy books of his own, which, again, would mean the sacrifice of what to him would be

a good deal of money, where is he to read them? In his home, which probably consists of one or two rooms occupied by noisy children and perhaps a garrulous wife? Or in the public-house, which is the poor man's club, and where conversation, political for choice, and a rapid consumption of liquor is expected of him, both by the proprietor and by his comrades. Even in the country, village cricket is almost dead, and quoits and other games common in our forefathers' time are entirely so. Ought not our rulers, when fixing the hours of labour, as they seem about to do, to do something for procuring occupation for the hours of play? — F. L.

THE EX-"GOEBEN" FLYING THE WHITE FLAG (AT THE FORE): THE FORMER GERMAN BATTLE-CRUISER (SURRENDERED)
ON HER WAY FROM CONSTANTINOPLE TO THE ALLIED BASE AT ISMID.

Mr. Ward, Price writes: "The 'Goeben' is now called the 'Yous' by the Turks, a name given to Sultan Selim the Grim." She was surrendered to the Allies after the Armistice and sent from the Bosphorus to Ismid, in the Sea of Marmora.—[Photograph by Topical.]

Harrods Artistic Furnishings



REALISATION of how far Harrods are able to assist in the sound and tasteful furnishing of the home comes quickly to visitors to Harrods Galleries.

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A few pieces from Harrods will contribute more to home-distinction and individuality than a wealth of furnishings of less assured character.



HARRODS

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The Dining Room Furniture shown above is in carved mahogany, the carving being in low relief, delicately modelled. The decorative work of the cornice and doorway speaks of the skill of Harrods modellers.

The carved and gilded Mirror Frame on the left, in Chippendale style, 5 ft. 3 ins. high by 3 ft. 6 ins. wide, is another most tasteful example.

Men who Drew Up the League of Nations Covenant: The Peace Conference Committee.



THE LEAGUE OF NATIONS BROUGHT INTO PRACTICAL POLITICS: MEMBERS OF THE COMMITTEE APPOINTED TO DRAFT THE COVENANT.

The text of the proposed League of Nations Covenant was read by President Wilson on February 24 at a meeting of the Peace Conference in Paris. In the photograph, reading from left to right, are seen (seated in front) Viscount Chinda (Japan); next but one, M. Léon Bourgeois (France); Lord Robert Cecil (Great Britain); Signor Orlando (Italy); and, next but one, M. Venizelos (Greece); (standing behind, in the second row) Colonel

House (U.S.A.); next but one, M. Vesinitch (Serbia); General Smuts (Great Britain); President Wilson (U.S.A.); M. Hymans (Belgium); and his Excellency Wellington Koo (China). Other members of the Committee, not identified in the group, are M. Larnaude (France), Senator Scialoja (Italy), M. Ochiai (Japan), M. Epitacio Pessoa (Brazil), and M. Jayme Batalha Reis (Portugal).—[PHOTOGRAPH BY COURTESY OF THE "DAILY MAIL"]

The New Régime in Germany: The First President and Prime Minister.

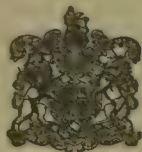


PREMIER IN THE NEW GERMAN CABINET: HERR SCHEIDEMANN.

AN EX-SADDLER RISEN TO BE PRESIDENT OF GERMANY: HERR EBERT.

Herr Friedrich Ebert was elected President of Germany at Weimar on February 11, and his first official act was to invite Herr Scheidemann to form a Ministry.

By Appointment



to H.M. the King.

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in normal times," writes a lady from a West-end Square in London, "but as we have no small children or invalids in our household, our fresh milk supply was practically cut off weeks ago. A friend (R.A.M.C.) home on leave said

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THE GRAND FLEET'S WORK IN THE WAR.

BY ARCHIBALD HURD.

WHEN the war opened in August 1914 and the Grand Fleet proceeded to its northern bases, the fate of the British Empire, as well as of the Allied cause, depended in large measure upon the success with which the Germans were able to employ their preponderating torpedo armament, to the development of which Grand Admiral von Tirpitz had devoted years of work, and the results attending the very elaborate schemes of mine-laying, for which preparations had been made long before hostilities began.

The Japanese opened the war in the Far East of 1904-5 with a surprise attack by destroyers on the Russian Fleet at Port Arthur, and put out of action thirty per cent. of the Russian battle-ships, as well as a cruiser. That stroke, delivered before war had been formally declared, and the subsequent loss of the battle-ship *Petropavlovsk* by striking a mine, decided the course of events by sea as by land; for the Japanese obtained command of the sea and were able to transfer their armies to Manchuria in safety. In reading Lord Jellicoe's book on the war record of the Grand Fleet—"The Grand Fleet, 1914-16: Its Creation, Development, and Work," by Admiral Viscount Jellicoe of Scapa, G.C.B., O.M., G.C.V.O. (Cassell and Co.)—one is impressed by the peril which threatened everything British from the same causes in the early days of the late war. The High Seas Fleet had associated with it twice as many destroyers as were under the flag of the British Commander-in-Chief; and the Germans, in addition, possessed many more sea-going submarines and had built up a large organisation for mine-laying. Lord Jellicoe reveals, for the first time, the critical situation with which he was confronted when, fresh from the Admiralty, he took the Grand Fleet to sea on the morning of the declaration of war; for the British ships had no submarine-proof harbours in which they could rest in reasonable safety; and, if this risk was accepted, there was the additional one that they might be mined in, and then invasion of these islands would have been something more than a possibility.

Lord Jellicoe was confronted with unknown conditions. As Mahan has remarked, while the principles of naval strategy are unchangeable, experience in war and changes in the weapons with which war is waged may profoundly affect those principles. It is remarked in the preface to this volume that the truth of this statement, illustrated in the Russo-Japanese War, was further

emphasised in 1914: since "in the short interval between 1904 and 1914 great advances took place in the technique of warfare," producing "a striking influence on strategy and tactics." The Admiral makes many revelations as to the effective strength of the Fleet, the design of the ships, the character of their equipment, the inferiority of



THE AUTHOR OF "THE GRAND FLEET": VISCOUNT JELICOE PRESENTED WITH A SWORD, BY COMMANDER LOCKER-LAMPSON.

Lord Jellicoe presided the other day at a lecture on "Armoured-Gar Adventures in Russia," given by Commander Locker-Lampson, who presented him with a sword and pistol captured from the Turks.

Photograph by S. and G.

their armour-piercing shells, and the defects of their searchlights; and refers to other matters which form far from cheerful reading. He presents, however, only one side of the picture, for we have no knowledge yet of the disadvantages under which the Germans suffered.

Though the Grand Fleet was at first without a base in which it could lie in safety from submarine and mine, and though it was short of cruisers and destroyers and mine-sweepers, the German war of attrition, pursued relentlessly and with enormous resources for four-and-a-half years, failed. The enemy succeeded in the autumn of 1914 in driving the Grand Fleet out of the North Sea, and then, either from ignorance of their success—for the utmost secrecy was observed on this side—or fearing to put their fortunes to the test, they took no advantage of a situation distinctly favourable to them. During the Battle of Jutland they made a further effort to wipe out our margin of safety in capital ships, often very narrow, by throwing into the struggle all their available destroyers and submarines. They were never nearer winning the war than on that occasion.

Lord Jellicoe, by the skilful deployment of his battle squadrons, had thrown them into confusion—"crushed them," as one German officer has since stated—and then it was that the German destroyers made repeated attacks. The officers of these small craft showed no lack of initiative, courage, and skill in taking advantage of the misty conditions which prevailed. But the British Commander-in-Chief, confronted with an emergency which, menacing his ships, threatened also the whole Allied cause, decided instantly on a masterly manoeuvre. He turned the British Fleet two points to port by subdivisions—that is, away from the onrushing torpedoes—and, that being regarded as insufficient for safety, a further turn of two points was made for a short time. The captains of the ships, by the skilful handling of their vessels—each of them worth untold gold at the moment—completed the defeat of the enemy's tactics on which such store had been set. By the following morning Admiral von Scheer, having retreated behind great smoke-screens, had returned to port with the remnant of his battered fleet, to count his dead and wounded.

This book will give readers a series of shocks, and they may be grateful that they did not know the truth about these matters while hostilities were still in progress and this country's fortunes varied from week to week. But, on the other hand, Lord Jellicoe's record, in spite of the restrained language in which it is written, reveals the debt which is due to the officers and seamen of the Grand Fleet for the manner in which, with wonderful patience and resource, daring and caution, they defeated the second greatest Naval Power in the world. The book is accompanied by a series of admirable plans and diagrams, and is illustrated.



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War time with its searching tests—while destroying shams and disclosing make-believes—has revealed more clearly the things of worth. Trying days—days of nerve strain, worry and stress—have shown more vividly the value, and have proved beyond question the efficacy of Hall's Wine. Convincing evidence of this is found in the countless testimonials and letters received from doctors and patients. By bracing nerve, muscle and mind, Hall's Wine imparts health, energy and vigour—it makes you receptive to the beauty and the joy of living.

Hall's Wine

THE SUPREME TONIC RESTORATIVE

Thousands of medical men, after personal trial of Hall's Wine, are prescribing it for the benefit and permanent well-being of countless numbers of their patients.

Large size bottle, 5/6.

Of leading stores, wine merchants, and grocers and chemists with wine licences.

Stephen Smith & Co., Ltd.,
Bow, London, E.3.



LADIES' NEWS.

THERE was some interview published last week in which it was hinted, or stated, that America was to supply some of Princess Patricia's trousseau—neither London nor Paris providing sufficiently smart clothes. This is, of course, an Atlantic flight of imagination. Her Royal Highness's wedding-dress, bridesmaids' dresses, trousseau, and the dresses for the members of the Royal Family to be present at the wedding, have all been made within sound of the stroke of Big Ben. America may make war, America may make peace, but America may not make our own Princess Patricia's wedding-gowns. That is a part of home affairs that the Princess controls; and her patriotic practices are well known. Ireland has had a bit, Scotland has had a bit; possibly Canada has supplied some orders; but the whole matter is essentially a home affair. Material for the wedding-dress has, indeed, come from our great ally, France.

Miss Elizabeth Asquith, by her own individuality and energy, became well known in social life so young that the public awakes, with some surprise, to the fact that she is but twenty-two. Her approaching marriage with Prince Antoine Bibesco excites interest because of herself quite as much as because of her parentage. The Prince has almost double her years, but is young-looking, and is a very cultivated and charming man. He took part some years ago with success in a special mission from the Government of Roumania to the Shah of Persia. The party started in two automobiles, not nearly so reliable as modern motor-cars, and travelled through the Caucasus. After many adventures, and the compulsory abandonment of one car, they reached the Persian capital. The Prince has written a French history of the adventure, which is quite exciting reading. His father and mother lived chiefly in Paris, where their Salon was keenly appreciated, especially by musicians. Princess Hélène Bibesco was a very fine pianist, and Prince Antoine played the violin with more than amateurish talent and technique. The family to which he belongs is an old princely one of Wallachia. A branch of it took the title of Brancovan and St. Empire de Bessarabia. The head of it, Prince Constantine, lives now in Paris. One of his sisters, Princess Caraman-Chima, was in London last week. Their mother is a daughter of a former Turkish Ambassador to our Court, Musurus Bey. Miss Asquith will make a charming Princess, and will be an acquisition to the diplomatic circle.

The new fashions are unfolding themselves somewhat earlier than usual. It is quite a fashion now to drop in



A SEASONABLE CAPE.

This is made of two kinds of fur: seal is used for the collar and border, and white fur for the remainder of the garment. The muff is made to match the cape.

at a smart West End modiste's between lunch and tea, sit about and watch a parade of mannequins, and incidentally try to determine what your best friend inclines to order. It really is quite amusing. A Marchioness sits alone, wearing khaki uniform, and wearing it with an air. A very different costume is being paraded for her inspection. A delicious confection in pale blue and iridescent sequins, with a train cut in one with the dress, but easily upheld; and with a very novel bodice furnished with sleeves of sequined lace. Passing a loose box, as a sporting client calls the fitting-rooms, a glimpse may be caught of a wonderful fancy dress being rehearsed on its new owner. It looks a dream, but, staring being bad manners, proves a very fleeting one. A tall, fair Countess in Court mourning, after watching several superbly apparelled ladies preening themselves as they pass, proceeds to have tried on something that is certainly not mourning, but quiet and rich and very graceful. The eye is caught by a closely fitting, waist-defining, ball frock in thick black silk, brocaded in russet and embroidered in every metallic tint you can think about, worn by a remarkably handsome and well-made mannequin who moves *à la reine*. Several pairs of eyes are caught; but revelation of the price unhooks all but one pair, and they belong to a millionairess, to whom a copy of that model will probably soon also belong. It is quite a pre-war scene, and not an entirely feminine one; for one or two intending purchasers have brought the masculine purse-bearers—or, to be up to date, cheque-writers!

The world and his wife, with a considerable number of sons and daughters, were skating last week. What recked they of war or peace, labour troubles, or domestic difficulties! The sun shone, the ice glittered, the skates sang as they cut along, and their wearers glowed with enjoyment and warmth-provoking exercise. The present fashion makes every street dress quite right for a skating dress; and all the women who could skate looked well. The others—well, they looked as well as they could, and worked hard to do better. The Toxophilite Club's water in Regent's Park was the smartest skating place; but unless to-and-so could be properly executed, no one entered there. Princess Patricia of Connaught took time off from her bridal preparations to have a skate with her fiancé; and, as they were in Canada together, their steps suited and their figures went well—as we hope all will do with them in future. Certainly, they make a most personable couple. The Princess was in black, of course; and it suits her.

As weddings are following on the war in an ever-increasing number, the engagement, announced last week, [Continued overleaf.]

URODONAL



ONE OR TWO

points are apt to be overlooked by the average individual in dealing with the all-important matter of Health.

SYMPTOMS are often mistaken for ailments. Acute attacks of palpitation and dizziness are attributed to heart trouble, whereas the stomach may be the primary cause, and Indigestion, arising from hyper-acidity, be the real source of disturbance. At the same time it must not be overlooked that neglect of such symptoms may eventually lead to heart trouble. Here again Uric Acid is often the initial and primary cause of the Indigestion; therefore URODONAL, that most powerful of Uric Acid solvents, will attack the enemy in its every stronghold, by expelling it from the blood and tissues, thus restoring the digestive juices to their normal, and enabling the various organs of the body to perform the functions assigned to them by nature.

It is astonishing how many and varied are the ailments that are directly or indirectly attributable to Uric Acid. URODONAL expels this poison, and, whilst removing unpleasant symptoms, also prevents their leading to more serious results and complications.

Price 5/- and 12/- per bottle.

Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct, post free, 5/6 and 12/6, from the British Agents, HEPPLELLS, Chemists, 164, Piccadilly, London, W.1. Full descriptive literature sent post free on application to HEPPLELLS.

JUBOL

Physiological Laxative.

The only agent that effects the functional "re-education" of the Intestine.

**Constipation
Enteritis
Haemorrhoids
Dyspepsia
Migraine**

(Cleanses the Intestine,
Prevents Appendicitis & Enteritis
Relieves Haemorrhoids,
Prevents Obesity,
Preserves the harmonious curves
of the figure.)



Medical
Reports:

Académie des Sciences
(Paris, June 26, 1909)
Académie de Médecine
(Paris, Dec. 21, 1909)

"There is no doubt about it, my dear friend. Your attack of Enteritis (Inflammation of the Bowels) is the inevitable result of taking too many purgatives, which are a positive 'social danger.' But with JUBOL there is no risk of this kind, and in a very short time JUBOL will effect a real 're-education' of your intestine, which is now suffering from the ill-effects of purgatives."

JUBOL. Price 5/- per box (complete course of six boxes, 25/6). Prepared at Chatelain's Laboratories, Paris. Can be obtained from all Chemists and Drug Stores, or direct, post free, 5/6 & 30/-, from the British and Colonial Agents, HEPPLELLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1; from whom can also be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Wana-Ranee

The Perfume of Ceylon

Wonderfully lasting and refreshing, Wana-Ranee has a personality entirely its own, and is

A Dream of Oriental Fragrance.

Prepared in every form necessary for the perfectly harmonious toilet which distinguishes the woman of taste.

Perfume, 3/9, 7/6, 13/9, 21/- and 40/- per bottle;
Hair Lotion, 6/-; Toilet Water, 5/6;
Face Powder, 9d. & 1/4;
Dental Cream, 1/4; Soap, 10d. and 1/9 per tablet;
Cachous, 6d.; Sachets, 7d.; Toilet Cream, 1/3;
Bath Crystals, 3/6 and 6/3; Shampoo Powders, 3d. each.
Powder Leaf Book, 7d.; Brillantine, 1/9.

Of all Chemists and Perfumers.



J. GROSSMITH & SON
NEWGATE ST. LONDON

YOU will find Genasprin invaluable against the hazards of exposure to Influenza, Cold-in-the-head, and the Fatigue-Pains of business and social life. Take one or two tablets, disintegrated in water, after meals.

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(Brand of acetyl-salicylic acid)

Don't confuse
Genasprin with
cheap inferior
brands of aspirin



"Genasprin is a perfectly pure aspirin tablet, entirely free from harmful ingredients," writes a Physician in *The Medical Times*. Doesn't depress the heart or upset the digestion, but calms and refreshes the overwrought nerves. Instantly relieves Headache, Toothache, Neuralgia, Sciatica, Neuritis, etc.; also prescribed in Rheumatism, Gout, Lumbago, etc. Ask your chemist to-day for a 2/- bottle (35 tablets) and write to us if he hasn't yet ordered it.

GENATOSAN, LIMITED

(Makers of genuine Sanatogen & Formamin)

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(Chairman: The Viscountess Rhonda)

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sent on
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The BURBERRY Weatherproof Topcoat

designed by experts, combines perfect efficiency against wet and chill with exceptional freedom for sport and exercise.

Materials of which The Burberry is made, in addition to their unrivalled weather-resisting properties—which are obtained without rubber or other airtight agents—are exceedingly light-weight, yet so durable as to withstand the roughest wear and tear.

**Complete Mufti
or Military Kits
in 2 to 4 Days or
Ready for Use.**

Topcoats and Suits cleaned by Burberrys, weatherproof garments reproofed. Prices on request.

Till Peace is signed Officers' Service "Burberrys" Tielocks and Trench-Warms Cleaned and Re-proofed FREE OF CHARGE.

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Weatherproof Topcoats, Suits, Gowns, Hats for Men, Women, and Children

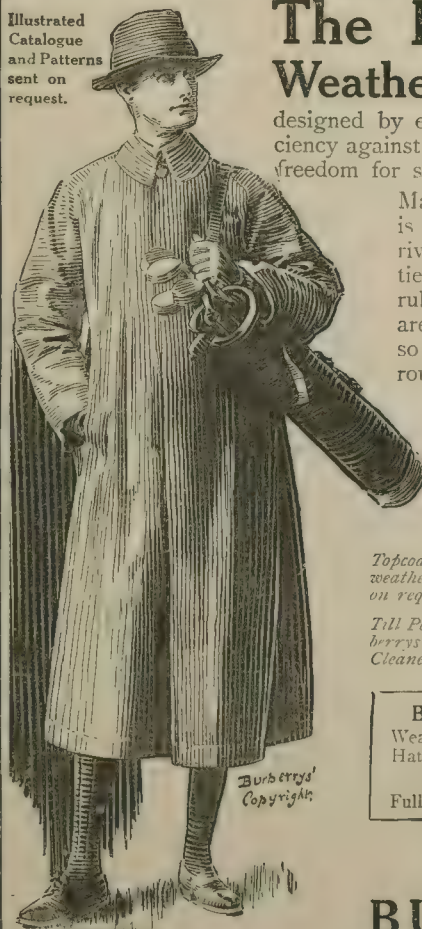
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Every Burberry Garment
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The Burberry.

The self-ventilating weatherproof on which sportsmen rely for healthful protection against wet and chill.



BECOMING HAT in very fine quality straw, with new trimming of floss silk with tassel at side, lined taffeta to tone.

In all colours.
Price 59/6

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& FREEBODY**

(Debenham, Ltd.)

Wigmore Street (Cavendish Sq.),
London, W. 1.

(Continued)

of Lady Rosemary Leveson-Gower to Viscount Ednam caused little surprise. It is one that gives great satisfaction to the families on each side. The Countess of Dudley, like Millicent Duchess of Sutherland, ran, most successfully, a hospital in France during the war. Lady Rosemary worked in her mother's hospital, and Lord Ednam was wounded, and was looked after by his mother. Since Lady Rosemary finished her education in Dresden she went about with her mother until war broke out. It was only a short time after that the Duchess reigned at Stafford House as one of London's most beautiful and brilliant hostesses. Her only daughter naturally came

in for much attention from guests of distinction in many walks of life. Later, and for a lesser while, the Duchess gathered round her at her home, which she made so charming, at Roehampton, interesting circles in literature, art, and music. Lady Rosemary is rather a reserved girl with all but her intimates. With them she is a real favourite: for she is generous, cheery, and kind, ready for any excitement, especially for outdoor expeditions by horse, motor, yacht, or on the golf links. Lord Ednam, young as he is, has been a good deal about the world. He is a lover of sport, a good horseman, and much enjoys steeple-chasing. They are a pair who have much in common.

and very becoming lines, never in any way exaggerated. These gowns make me think of a rebuff I once heard delivered to a notoriety-loving lady who was looking at a gown ready for a certain Duchess, who is stately and beautiful. "Nothing in it at!" said the lady: "she cannot have much of a back, or much of a bust; and her arms cannot be up to much or she would show them more than that dull frock will do." Said the saleswoman: "You see, Madam, it is for a lady to be worn among ladies: not for a competitive exhibition." Result: a snift, and a flounce, and perhaps a lost customer. Unlikely, however: notoriety-loving ladies like to go where Duchesses dress, even if they do criticise! A. F. L.



ENGAGED TO LADY ROSEMARY LEVESON-GOWER: VISCOUNT EDNAM.—[Photograph by Bassano.]



ENGAGED TO VISCOUNT EDNAM: LADY ROSEMARY LEVESON-GOWER

An engagement was announced between Viscount Ednam, eldest son of the Earl and Countess of Dudley, and Lady Rosemary Leveson-Gower, daughter of the late (fourth) Duke of Sutherland and Millicent Duchess of Sutherland, who was married, secondly, to Brig.-Gen. Percy Desmond FitzGerald, D.S.O. Lord Ednam was wounded and awarded the Military Cross during the war; while Lady Rosemary was "mentioned" for work in connection with her mother's hospital in France.—[Photograph by Bertram Park.]

Not very often can it happen that four such notable soldier brothers assemble at a wedding as the sons of the Countess of Caledon at the marriage of one of them last week to Miss Valla Meredyth, only child of Sir Henry Meredyth, of Pipewell Hall, Kettering. The bridegroom, Major the Hon. Herbrand Alexander, is in the 5th Royal Irish Lancers, and won his D.S.O. in 1915. The Earl of Caledon was best man. He is Captain in the Household Cavalry, and served with a Machine-Gun Corps in the war, and was wounded in 1917. Lieut.-Col. the Hon. H. K. L. G. Alexander and Major the Hon. W. S. P. Alexander were ushers. The first won his D.S.O., Legion of Honour, and Military Cross in 1916; the second named won his D.S.O. in 1917—both are in the Irish Guards. Lady Caledon who looked very well in dark-red velvet and rich dark furs, and wore a fur hussar-shaped hat, must have felt a proud woman of the four soldiers she gave to the nation. They are a handsome gift.

Examination of dresses already finished for Princess Patricia's trousseau shows that blue is a favourite colour with the royal bride-to-be. On the occasions that she has fulfilled public engagements, she has very frequently worn blue. It has always been in an unusual shade—generally soft and dull, and inclining to dark. The trousseau dresses show a slim silhouette and long, classical lines. In no instance is a dress sleeveless; rather are the sleeves used to give a certain style to the gown. Either they are long and sweeping, or they are draped, or they are frilled, but invariably graceful and well defined. The décolletée is varied too: sometimes V-shaped, sometimes square; again on the old Victorian

Besides its main purpose as a directory of private residents in London, the "Royal Blue Book" (Kelly's Directories, Ltd.) gives valuable lists of public offices and officials, including foreign representatives. The new edition for January 1919 was slightly delayed in publication so as to include a complete list of Members of the new Parliament and the Ministry. This makes the present half-yearly issue, which is the 194th, particularly useful.

Although, as its editor points out, the 1919 edition of "Hazell's Annual" (Henry Frowde and Hodder and Stoughton) was a little late in making its appearance, that fact is amply compensated by the later information it was thus enabled to include. Chief among such matter are the results of the General Election and details of the new Ministry. A full list of honours conferred down to the end of 1918 is given, while an admirable war article summarises the campaigns of that year, accompanied by a diary of events since 1914. Considerable space is devoted to the Air Force, as well as the Navy and Army. The new edition maintains the high standard of utility associated with this well-known work of general reference.

NORVIC

The Shoe de Luxe



Spring Shoes

SHOES for the Spring will be mostly made of Suedes and Velveta calf and Gazelle skins—beautiful soft leathers in various shades of grey, nigger, and also in black. These materials will wear just as well as glacé kid, in fact better than some of the glacé kid one sees about. That is why NORVIC Glacé Kid Shoes are so scarce—the makers declined to endanger the NORVIC reputation for fine de luxe shoes by using anything except fine glacé kid skins. But every month now will see better supplies in the shops appointed to sell NORVIC.



Write for name of nearest agent.

NORVIC Shoe Co.,
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TRY IT IN YOUR BATH



BY APPOINTMENT TO H.M. THE KING.

SCRUBB'S AMMONIA

MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.
SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.



Catalogue of Useful and Lovely Gifts post free on application.

Fine Diamond, Enamel and Gold R.A.F. Badge Brooch, £7 5s.
Other Ditto, £8 15s., £11 15s., 6d., £12 1s., £25 12s. &c.

Badge Brooches of all Regiments from 50/- to £50.

Diamond, Enamel, and Gold Army Service Corps Badge Brooch, with Silver Star, £7 18s. 6d.
Ditto, Gold and Enamel, £3 12s. 6d.



15-ct. Gold and Enamel Tank Corps Badge Brooch, £2 10s.



15-ct. Gold and Enamel R.A.F. Badge Brooch, £3 7s. 6d. Smaller, £2 10s.



15-ct. Gold and Enamel Naval Crown Brooch, £2 10s.

Every Sardine a Gentleman



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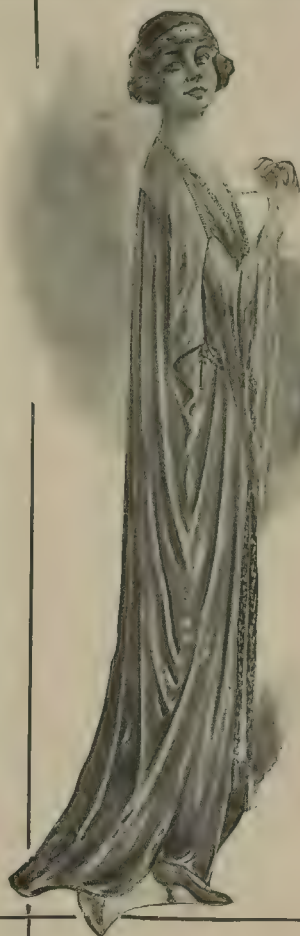
REAL SARDINES

The Élite of the Sea.

AT HIGH-CLASS GROCERS.

Field & Co. (F.M.), Ltd.,

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GRACEFUL TEA FROCKS

MADE by our own workers from really high-grade materials, and adapted from exclusive Paris models.

GRACEFUL TEAGOWN in good quality charmeuse, new hanging sleeves of chiffon or ninon, hand-veined yoke. Finished at neck with galon, also girdle. In black and good selection of colours.

8½ Gns.

Also made in beautiful ninon and tinsel brocades.

14½ Gns. to 20½ Gns.

BLACK SILK STOCKINGS.

We have received a large consignment of the famous American Garter Top Silk Stockings with lisle feet and top, 2x quality in Black, White and Colours, 9/11 per pair, 5x quality in Black only, 11/6 per pair. Also the well-known make of Milanese Silk Stockings in Black, White and Colours, 12/6 per pair.

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SNELGROVE**
VERE-STREET-AND-OXFORD-STREET
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NOTE.—This establishment is open on Saturdays.

The Future of Your Son or Daughter Depends Upon Your Selecting the Right School

THE selection of the right school may affect the whole future of your son or daughter. Much more than education is involved. Important as that is, health as influenced by diet and salubrious surroundings, morals and character by the associations and atmosphere of the school, and even the social environment will all exercise an important influence on after-school life. We have an intimate knowledge of schools through a personal acquaintance with the heads of nearly all the leading schools and supplying them with their teaching staffs. We are therefore in a position to give personal and confidential attention to the enquiries of parents and, without bias, advise impartially as to the best schools to meet their peculiar requirements, and the ambitions they have for their sons and daughters.

*Our explanatory booklet will be sent post free;
our advice and experience are at your disposal.*

Truman & Knightley
SCHOLASTIC AGENTS LTD

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HEADACHE & NEURALGIA.

Daisy cures always. Cures safely, cures certainly, in from two to five minutes.

WHEN you have headache or neuralgia again don't endure it, don't fly to slow, uncertain, old-fashioned, possibly unsafe remedies, but do the modern thing—TAKE A DAISSY. And in from two to five minutes the powerful (yet utterly safe, ingredients will have done their work—you'll be cured and perfectly free from every pain.

Daisy is made from an exclusive and special formula—to ensure full efficiency and perfect safety we employ ingredients so expensive as to make its cost to manufacture FIVE TIMES that of the ordinary headache cure. You cannot buy Daisy certainty or Daisy safety at less than the Daisy price—in fact, as Dr. Wallace's letter indicates, Daisy is really

A 6d. HEADACHE CURE for 2d.

MEDICINES are a bad thing on which to try to save money—cheap headache 'cures' especially are always uncertain and rarely safe. And the difference in price between them and Daisy is so tiny that it is well worth while to use the remedy made from a formula of which the greatest of physicians cannot but approve. Read the opinion of Dr. Robertson Wallace, the well-known West-end Specialist, who knows Daisy through and through.

**Dr. ROBERTSON
WALLACE writes:**

61, Thymarket, Piccadilly Circus, London, W.1.
November 12th.

Dear Sirs,

For many years I have watched headache specialists and their claims to treat, but have never felt inclined to approve of their position or results.

I must admit, however, that your "Daisy" Headache Cure merits my complete approval, and I am specially pleased to note that you have replaced the depressing ingredient acetanilid by an infinitely safer and more certain principle, free from any possibility of causing injury to the system.

I lay great stress both on its efficiency and safety, and commend you on your commercial courage in placing an unusually costly formula, at a reasonable charge, at the command of the public.

Yours faithfully,

(Signed) ROBERTSON WALLACE, M.B., C.M.



DAISSY is sold by stores and chemists everywhere at 2d. each, 8 for 1/-, 20 for 2/3. 50 for 6/- DAISSY LTD., LEFINS

Cailler's
COCOA

**The Acme of Purity—
Delicious and Nourishing**

**Sold by all High-class
Grocers and Stores.**

THE CHRONICLE OF THE CAR.

The Cost of New Cars.

On every hand one hears accusations of profiteering against the British motor-manufacturers in respect of the prices announced for post-war model cars. I have talked to many prospective car-purchasers recently, and most of them are loud in their denunciations of what they term the squeezing of the motorist by the wicked manufacturer. Indeed, I have heard so much of this sort of thing that I think it may not be inopportune to present the other side of the case—for there is most distinctly another side. In the first place, I agree that the prices at which post-war models are being announced appear, on the face of things, to be inordinately high. Generally speaking, they are much higher than I anticipated they would be in the light of information I had some months ago. Having regard to the huge extensions of factories brought about by the war, and to the new methods of mass production that have been introduced since 1914, it did not seem improbable that, even allowing for the great increase in the cost of labour and materials, it would have been possible to make prices approximate to pre-war standards. But now that we have come down to bed-rock, I am afraid that one must reluctantly admit that the calculations were based on premises that have not been justified by facts.

As to the question of the price that are being quoted, I think that we may before long anticipate with some confidence that they will undergo some reduction. It may not be much, but still I think there must be a drop of some sort. The plain fact of the matter is that no one knows where he stands. Works still remain under Government control, and are even now being employed on the production of war material; nor, in many cases, can the firms concerned get at any exact knowledge of when they will be able to turn over to the works of peace. No one can get exact quotations for raw materials, nor can they get even approximate dates for delivery. The labour situation, I need hardly remind the prospective car-purchaser, is, to put it very mildly, uncertain. Again,



DESIGNED BY CAPT. BENTLEY; DEVELOPED BY HUMBER, LTD.: THE B.R.2 NINE-CYLINDER ROTARY ENGINE. This was one of the most efficient fighting-scout engines in the possession of our Air Service; and a machine fitted with it was responsible for crashing the German aviator, Baron von Richthofen.



IN A FAMOUS FACTORY: FITTING WOLSELEY "VIPER" ENGINES TO WOLSELEY-BUILT S.E.5 AEROPLANES.

there is the Excess Profits Tax to be considered; and once more it scarcely needs pointing out that this impost has a very marked bearing on the price of the finished production. The consequence of this accumulation of causes is that nobody can possibly say with exactitude what his programme is likely to be, let alone the price at which he will ultimately be able to sell his cars. As a case in point, I know of one manufacturer—it would not be fair to give the name—who has been compelled to list his car at £150 more than he expects to be able to sell it at by the time of the Show. What is more, I have been through the figures with him, and I should say, as a consequence, that he would be a fool to do otherwise than he has done. To accuse people of profiteering in the circumstances in which the British motor-manufacturing industry finds itself just now is something a good deal less than fair.

A New British Car.

I have been going through the details of the new Angus-Sanderson car, and it seems to me that this vehicle, when it comes along in numbers, will cause no little sensation. Not that there is anything unconventional about it. Quite the contrary, since there are no departures from accepted practice. The main thing about it is that the scheme of production is new to this country, inasmuch as it is an "assembled" car, and purports to be nothing else. Those

responsible for its production have realised that the best method of obtaining a combination of quality, cheapness, and facile output is through the employment of the specialist. Therefore, they have gone to specialist firms for their components. The motor, of 76 by 127 mm. bore and stroke, is made by J. Tylor and Sons, who have specialised on engine-building for the past fifteen years. The gear-box and rear-axle are made by Messrs. Wrigley, who probably know as much as any firm in the world about transmission systems. The wheels are Goodyear, while the electric lighting and starting sets are made by Messrs. Lucas, and the body-work and details by Sir Wm. Angus, Sanderson and Co., who also assemble the car. In every detail the car bears the impress of careful thought; and the one consideration that does

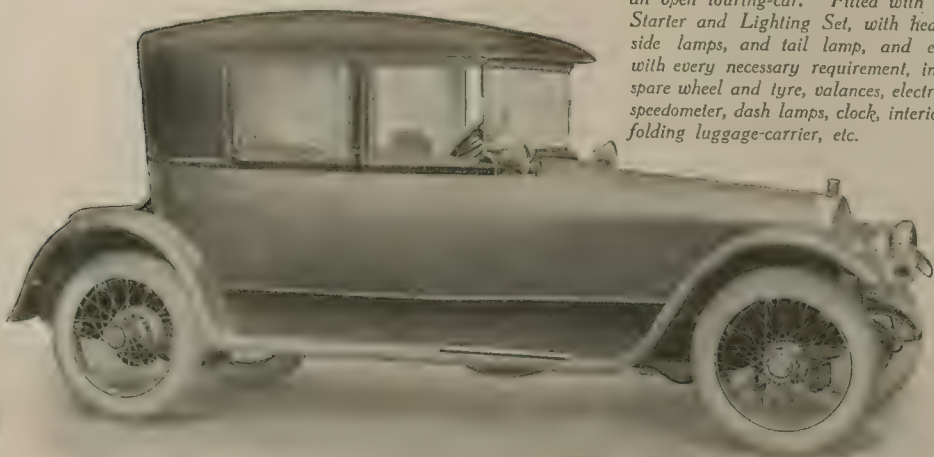
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WOLSELEY

THE "WOLSELEY" FOUR-SEATER COUPÉ, with Folding Head.

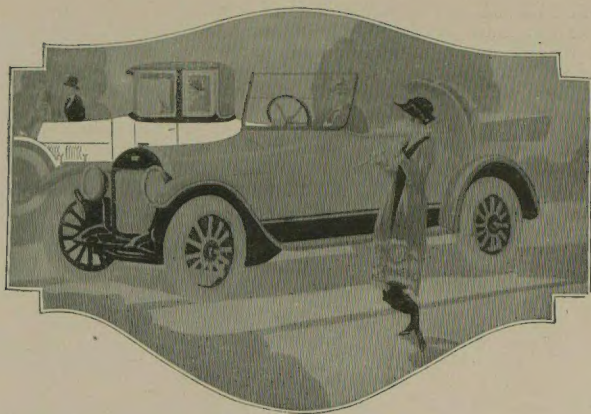
Price, on 16/20 h.p. chassis, £915

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A HANDSOME and graceful closed carriage, which can easily and quickly be transformed into what is practically an open touring-car. Fitted with Electric Starter and Lighting Set, with headlights, side lamps, and tail lamp, and equipped with every necessary requirement, including spare wheel and tyre, valances, electric horn, speedometer, dash lamps, clock, interior light, folding luggage-carrier, etc.

WOLSELEY MOTORS, LIMITED,
Proprietors: VICKERS, LIMITED,
ADDERLEY PARK, BIRMINGHAM.



Our illustration shows the 1919 Buick "Six" 5-seater model in the foreground and part of the 1919 Bedford Buick Arcadian Cabriolet behind it.

NEW FEATURES

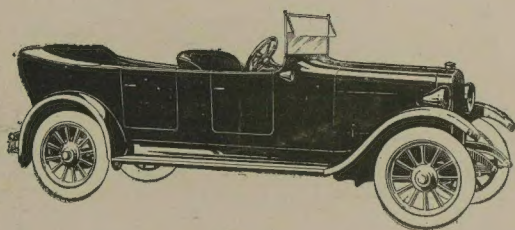
Enclosed Valves. Self lubricating Valve Rockers. Cardan Coupling lubricated from Gear Box. Dry Plate Clutch. Longer Wheel-base. Greater Power.

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The

Austin

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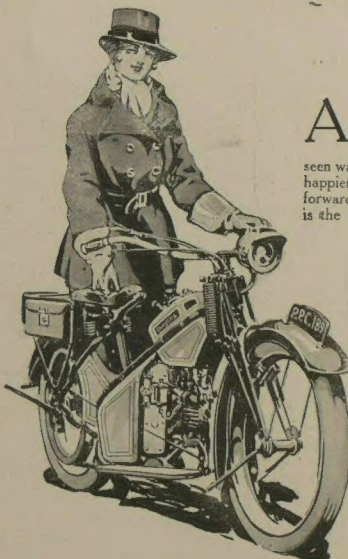
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Douglas

Continued.]

not appear to have weighed is that of saving money by taking risks in design. It is a real "quality" car, and unless I am very much mistaken, it will eventually be one of the most popular of British motor vehicles. I understand that deliveries will commence about May, while the price stated now is £450 complete, which is really quite low, as prices rule at present, for a 13.9-h.p. car.

Two Olympian Shows This Year? It seems likely that we shall have two motor shows at Olympia this year. The building has been quite inadequate to the purposes of the Show in past years; and, having regard to the enormous demands for space that are coming along already, it has become perfectly clear to the Society of Motor Manufacturers that either the Show will have to be split into two or large numbers of really representative firms will find themselves out in the cold. Various suggestions have been made, but the most practical seems to be that there should be one Show for cars priced up to £400 or £500, and another immediately following it for vehicles selling above that figure. The idea has a good deal to recommend it. The mere sightseer will probably find no fault with the duplication of his amusement; while the serious buyer will find his task considerably simplified. There is nothing to be urged against such a division, if division there must be. The would-be purchaser whose price-limit is, say, £400 is not likely to feel even slightly aggrieved if he has to make his selection of a car from among those staged at an exhibition which does not include the lordly saloon at a couple of thousand; nor is the buyer of the latter likely to be influenced in his attendance by the fact that he will not be able to see the cheap, light class of cars at his own section

of the Show. Of course, it would be far better if the whole thing could be done once and for all; but, unfortunately, Olympia is not extensible, and there is no other building in London—or in England, for that matter—which is capable of affording all the required accommodation. W. W.

THE PLAYHOUSES.

"UNCLE SAM." AT THE HAYMARKET.

PRESIDENT WILSON'S application of the term "beautiful" to the American war-propaganda play, "Uncle Sam," now given at the Haymarket Theatre, should not encourage English playgoers to expect wonders in the way of technique, or originality of thought from it; otherwise they will do less than justice to a very amusing and, at times, moving entertainment. In this story of the hyphenated American, obliged to choose in his sympathies between his adopted and his original country, we must not look for subtlety; broad farce, ingenuous action, loud-voiced sentiment, and strongly accentuated pathos are the vehicles employed to indicate the struggle between racial feeling and loyalty, and they achieve their purpose effectively enough. But from the technical point of view, the play is merely a variant of "Potash and Perlmutter," with its prolonged squabbles and reconciliations between two old friends, and their quaint back-chat adjusted to the war instead of to business affairs. Abe now become Pfeiffer is pro-German and an old-fashioned German, singularly ignorant as to the policy and recent record of his Fatherland. Mawruss, here a banker named Block, is pro-Ally, constantly arguing with the other man's

prejudice and blindness. In the end Pfeiffer, the pathos of whose situation is heightened by his son's, and even his wife's being secretly opposed to him, is converted by the sinking of a transport on board of which is his own boy; and we have the spectacle of the miraculously escaped lad teaching the old folk an American patriotic hymn. Naïve in much of its detail, but racy in its humorous dialogue, this play, which, so far as its propagandism goes, cannot have the same appeal for English as for American audiences, is recommended to us this side the Atlantic by its breeziness, and its sincere presentation. The emotionalism of Mr. Howard Lang's Pfeiffer, and the self-assured sense of humour of Mr. Dick Bernard's Block, furnish the neatest contrast; the hyphenated matron of Miss Louise Closser Hale has some awkward facial mannerisms, but is otherwise a telling enough study; and there is an endearing vitality about Mr. Holland's happy American boy: so that while "Uncle Sam" is not likely to set the Thames on fire, it is assured of a corner in London's affections.

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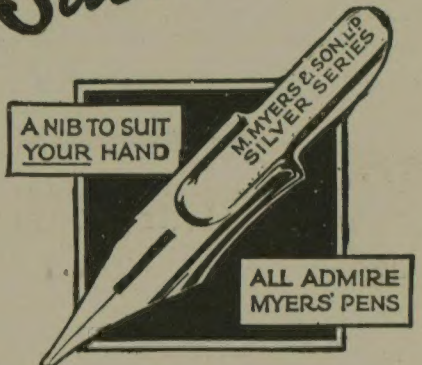
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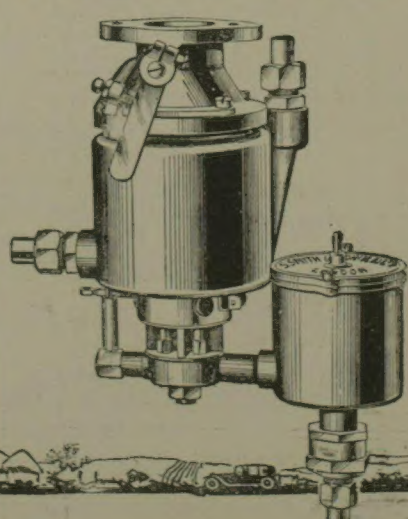
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"THE GAME OF DIPLOMACY."

AS Europe's autocrats have moved towards the precipice that overlooks oblivion, there has been no lack of disinterested people to expedite their departure. Now that their halo has been removed, scores of friends and acquaintances arrive to tell us that the Emperor or Kaiser is what the Spaniards call "*hombre como al,quier otro*." The latest of these candid ones—we may be sure he is not the last—is M. E. de Schelking, a Russian Pole, who held diplomatic office in Greece, France, Spain, Germany, and Holland, left diplomacy for journalism, and was correspondent in Petrograd of *Le Temps*, and correspondent in Paris of the *Rouss* and the *Novoie Vremya*. His book, "The Game of Diplomacy" (Hutchinson), is described by the publishers as "a historical document" and "a chronicle scandaleuse" of European diplomacy. Certainly it is very frank, very intimate, and at times distinctly unpleasant. There are a few facts that might well have been omitted; some repellent sides of life that might have been passed over without weakening what is,

in truth, a grave indictment against the erstwhile rulers of Russia, Germany, Bulgaria, and Greece.

M. de Schelking writes with intimate personal knowledge, and it is safe to say that some of his statements will give offence in this country. The reference to the Kaiser's mother (p. 55) is in bad taste, for she is not here to defend herself. The suggestion that Prince Christopher of Greece was able to hoodwink our Foreign Office on behalf of his disreputable brother Constantine, at a time when "the islands of the Grecian Archipelago served regularly as bases for the revictualling and remuniting of German submarines," will doubtless be challenged. Let it be admitted that, if there are some pages to which exception must be taken, there is no lack of good stories. One concerns the Russian Minister of Finance, Kokovtsov, who was sent to Paris by Count Witte to raise a loan after the Russo-Japanese War. Clemenceau opposed it. Kokovtsov blandly offered Russia's bankruptcy as an alternative—and got his money. But Clemenceau said to M. de Schelking: "Your Kokovtsov is not a Minister; he is a blackmailer of the first water."

There is much about Rasputin, the account of whose death does not agree with that published recently by Miss Meriel Buchanan. A letter he sent to Sturmer, then President of the Council, is reproduced. Rasputin had interested himself in the case of a Jewess whom Prince Obolensky, Governor of Petrograd, was about to expel, and he gave her the following note for Sturmer on a slip of soiled paper: "Dear Boris Vladimirovitch" (Sturmer's Christian name), "I send you this woman. Do as she wishes. Your well-wisher, Gregory Rasputin." Curiously enough, Rasputin foresaw his own death by violence, and said that the Empire would not long survive it.

To all who believe in the Divine Right of Kings, to the larger section of the public that likes to study history in the making, and to the largest section of all, that likes highly spiced personalities, "The Game of Diplomacy" is safe to appeal. Publication of such a book only five years ago would have brought the most promising public career to an end—but "Time," proverbially, brings changes.



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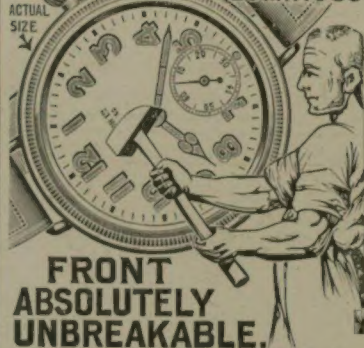
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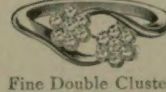


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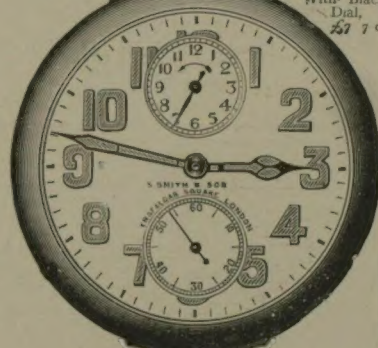
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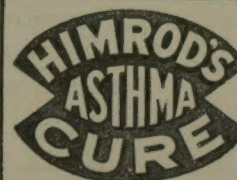
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